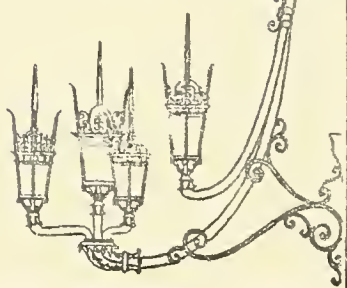


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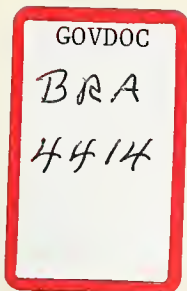
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MASSACHUSETTS COLLEGE OF ART: LONGWOOD BUILDING

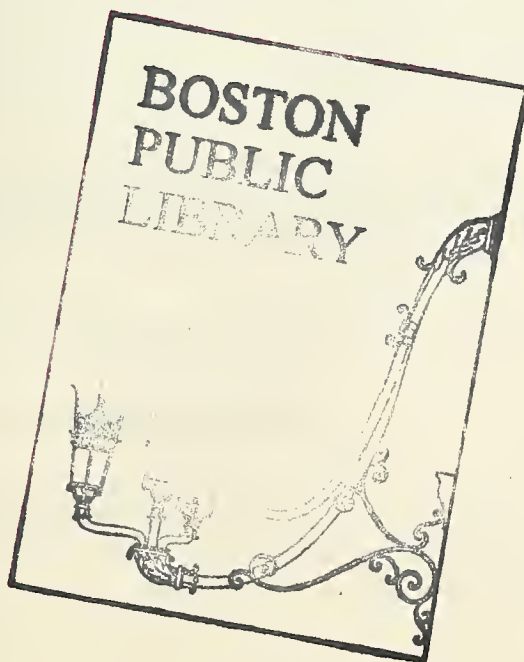
BRIEFING DOCUMENT ONE

August 1987

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Executive Office for Administration and Finance

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MEMORANDUM

TO: Mass. College of Art: Longwood
Citizens Advisory Committee

FROM: The Division of Capital Planning and Operations

DATE: August 3, 1987

RE: Briefing Document 1: Background Information

Dear Committee Members and Special Guests:

Attached for your information is the "Mass. College of Art: Longwood Briefing Document 1." In it we have tried to summarize information from our files on the history of the site, the physical setting and the planning and development context. Our hope is to provide a suitable basis for the work of the committee, which will be an on-going and dynamic process stretching over the next several months.

In subsequent documents and scheduled meetings we will be addressing questions raised by the project in more detail. This is particularly true for the issues of program development, design, and project feasibility.

Any questions or comments you have, including specific requests, will be accommodated.

Respectfully submitted,

Thomas Piper
Director, Office of Real Property

Encl.

MCA - LONGWOOD PROJECT

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I. INTRODUCTION

The Division of Capital Planning and Operations, in accordance with Chapter 7 of the Massachusetts General Laws, is convening the MCA-Longwood Citizens Advisory Committee (CAC). The purpose is to advise the Deputy Commissioner on planning and reuse restrictions, which will guide the ultimate disposition of the surplus Massachusetts College of site. The CAC is comprised of institutional representatives, community members from surrounding neighborhoods and design and development experts.

The challenge to the committee will be to recommend a balanced and feasible use and development plan, incorporating both the concerns of the Longwood Medical Area institutions and the potential community purposes which the project may serve. Thus, the charge to the committee is three-fold:

1. To provide for institutional and community collaboration in determining development guidelines.
2. To identify a mixed-use development program that contributes to the medical/educational capacity of surrounding teaching and research institutions.
3. To propose a complimentary public-benefits package that contributes to residents' quality of life in close-by neighborhoods.

The Massachusetts College of Art-Longwood site represents a rich and complex development opportunity. This report summarizes the historic, physical and community planning context within which redevelopment of the MCA-Longwood site is to be considered. Its purpose is to frame that context and raise key issues.

II. SITE DESCRIPTION

The MCA-Longwood parcel is located at the heart of the Longwood Medical Area (LMA) at the intersection of Brookline and Longwood Avenues--the two major avenues that bisect the LMA. The property is also bounded by Binney Street on the east side and a service road on the north side. The square shaped parcel is approximately 99,000 square feet in total area and includes the Massachusetts College of Art building and a surface parking lot for 150 cars to the rear of the building.

The MCA building is a four story 70,000 square foot building constructed of steel and reinforced concrete. Connected to the building are two small one-story structures housing the ceramics and glass shops. The building faces Brookline Avenue and is setback from the street with an area of trees and grass in front of it.

Strategic Location

The central location of the MCA site provides access to the diverse range of medical, educational, and cultural institutions in the area. It is directly abutted by Beth Israel Hospital to the northeast and the Winsor School to the northwest. The Children's Hospital and Joslin Diabetes Institute abut to the southwest with the Children's Inn and the adjoining Longwood Galleria to the south. The southwest abutter is 333 Longwood Avenue, a mixed use commercial space owned by Children's Hospital, and an adjacent parking garage also owned by Children's. New England Deaconess Hospital, Brigham and Women's Hospital, Dana Farber Cancer Institute, Harvard Medical and Dental School, The Massachusetts College of Pharmacy, Simmons, Wheelock, and Emmanuel Colleges are situated within walking distance from the site.

The potential availability of the site at the center of a growing and vital medical area of the highest international reputation has prompted the LMA hospitals to explore future possibilities for the parcel. MASCO, the Medical Area Service Corporation, in its role as planner for the area, commissioned a study of the MCA parcel by the Henderson Planning Group in 1985. Beth Israel Hospital, the medical institution closest in proximity to the site, commissioned a study by Skidmore, Owings, and Merrill in 1987. (See Appendix for copies of these studies.)

Architecture

The main facade of the MCA building is composed of buff-colored brick trimmed with cast-stone details. The central pavillion is ornamented by stained glass windows crafted by William Burnham, gargoyles, and medallions depicting the different artistic disciplines. Two arched doorways on either side of the main entrance bear inscriptions from Ralph Waldo Emerson and Horace Mann. Other features include brick parapets, skylights, and copper clad roofs.

The interior of the building consisting of a 300-seat auditorium, classrooms, offices, and a library, is largely unornamented. The classroom interiors are of utilitarian design with a mixture of concrete, wood and linoleum floor coverings, undecorated plaster walls, and acoustical tile and plaster ceilings.

The firm of Henry & Richmond--a firm that was the successor to the prominent Boston architectural firm of Guy Lowell--designed the building. The property was purchased by the Commonwealth in 1927 and construction began in 1929. From the start, the relatively small size of the site eliminated the possibility of building a dormitory, and budget constraints necessitated the construction of a single classroom and studio

rather than a campus of several buildings. The new building which cost \$600,000 was dedicated in 1930.

In designing the building, the architects consulted with faculty and students of the MCA. Subsequently they chose to combine several architectural styles, most prominently Tudor Gothic and Art Deco design. The building's structure of stepped massing with a central block was influenced by the Moderne Style. Specific ornamental details such as the stained glass windows at the fourth storey and wrought-iron lanterns at the principal entries represent the outlook of the Arts and Crafts Movement of the early twentieth century, in which artists sought to apply their skills to the design of architectural and industrial objects.

The MCA building has been identified by the Boston Landmarks Commission as being eligible for consideration as a City Landmark and for listing in the National Register of Historic Places. Its status is pending.

History of MCA

The Massachusetts College of Arts (MCA) was the first and is the only remaining state supported autonomous art college in the country. It was established in 1873 as a reaction to nineteenth century industrial trade fairs in Europe. American merchants of the era, who viewed manufactured goods from around the world, feared losing business due to more sophisticated European products, and therefore created legislation to advance the cause of industrial design in the U.S.

In Massachusetts this concern resulted in the creation of The Industrial Drawing Act of 1870, a law enacted to teach design techniques that would "immediately increase the marketability of Massachusetts-made goods." (Branis Belshe. History of Art Education in the Public Schools) It required every city in the Commonwealth with a population of 10,000 or more to provide free drawing lessons to residents over age fifteen. The Massachusetts College of Art, first known as the Massachusetts Normal Art School, was started in order to train qualified educators who could teach courses in the public schools that would eventually produce skilled draughtsmen.

At first the School focused exclusively on industrial drawing and geometry. Then in 1880 due to a growing national interest in arts and crafts, the curriculum was expanded to include manual training. In 1887, the School moved from two rented rooms to its own building at Exeter and Newbury Streets. In 1922, the Commonwealth empowered the School to confer the Bachelors of Science in Education, reflecting a move toward commercial and academic training. The building on the corners of Brookline and Longwood Avenues was constructed in 1929 and

dedicated in 1930. The School was permitted to award the Bachelors of Fine Arts in 1950.

During the 1950's and 60's, in response to a growing demand, the MCA's curriculum expanded to included a broad range of courses at the graduate and undergraduate levels. Today there are about 1200 undergraduates studying for a Bachelor of Fine Arts in four major areas: art education, art history, design, and fine arts. In addition the college now offers a Master of Fine Arts and a Master of Science in Art Education. About 100 students are working toward these graduate degrees. Other students at the school are pursuing the Certificate in Graphic Design or the Certification License in Art Education.

In 1980's, in an effort to expand and modernize the school's operations, the MCA, Board of Regents and DCPO began planning for the relocation of the school onto a new larger site on Huntington Avenue. Originally constructed for Boston State College, this campus was to be vacated by its most recent tenant, Roxbury Community College.

MCA has now begun to occupy buildings on this new campus. Complete consolidation of MCA on the Huntington Avenue campus will occur once renovation of the buildings for their new uses has been completed. It is anticipated that the majority of MCA programs currently located in the Longwood Building will be moved onto the main campus during 1988. The balance of the Longwood programs, encompassing 30,000 SF, must be temporarily relocated until permanent space is prepared for them on the main campus.

Disposition History of the Parcel

Recognizing that the Longwood parcel would not be required for MCA use once the new campus was complete, on December 13, 1983, the Board of Regents declared the parcel surplus to its needs conditional on the relocation of the college. On February 2, 1984, DCPO informed the Regents that it intended to interpret the Board's vote as a present declaration that the property is surplus--thereby enabling DCPO to initiate disposition planning for this property--with the express understanding that the College's activities must be satisfactorily relocated before final disposition can occur.

Over the past two and one half years, both state and local agencies have been polled to determine whether there was public sector interest in developing this property for direct public use. The deadlines have now passed with no expressions of interest from either a state or local entity.

A request for legislative authorization to dispose of the property was included in the Board of Regents legislation filed in March of 1987. Thus, pending legislative authorization, the

development of reuse guidelines and the relocation of the Massachusetts College of Art, the property is available for development by a private entity.

Zoning of the Parcel

The Massachusetts College of Arts building is located in an H-3 zone which allows for a variety of private and public uses. A large number of conditional uses for such facilities as libraries, museums, medical facilities, laboratories, dormitories, and day care centers are permitted. Uses not currently allowed under this zoning include retail shops and restaurants.

The permitted floor area ratio (FAR) for the parcel is 3.0. There is no height limit. At a FAR of 3.0, this allows a total development of 296,448 square feet.

The existing masonry structure on the site contains approximately 69,000 square feet as follows:

4th floor	2,700 SF
3rd floor	9,500 SF
2nd floor	15,400 SF
1st floor	20,700 SF
Grd floor	20,700 SF
<hr/>	
TOTAL	69,000 SF

Based upon the existing site area of 98,816 SF, the currently built FAR is equal to approximately 23.3% of the allowable, leaving 227,448 SF to be constructed.

III. PHYSICAL ENVIRONMENT: THE LONGWOOD MEDICAL AREA

Over the past one hundred years, the Longwood Medical Area (LMA) developed from an area of farms and marshland to the most highly concentrated center for medical and educational institutions in Boston today. The area changed substantially in the 1880's due to new land made available by the Back Bay Landfill Project and the development of public transportation.

Harvard Medical School first moved to its present site in 1905; its medical quadrangle was erected in 1906. In order to ensure an affiliation with hospitals for its clinical teaching, Harvard purchased 26 acres of land, 11 acres for itself and 15 acres for other institutions. This land was subsequently sold to Peter Bent Brigham Hospital and Children's Hospital.

During the first part of the twentieth century there was a blossoming of institutions in the LMA which included the Isabella

Gardner Museum (1903), New England Deaconess Hospital (1903), Simmons Female College (1904), Harvard Medical School (1906), Girl's Latin and Normal Schools (1906-1907), Harvard Dental School (1908-1909), Winsor School (1910), Emmanuel College (1913), Peter Bent Brigham Hospital (1913), Children's Hospital (1914), English High School (1915), and the Massachusetts College of Pharmacy (1918). The flourishing continued in the twenties and thirties with the emergence of Boston Public Latin High School (1922), Beth Israel Hospital (1928), the School of Museum of Fine Arts (1929-1930), and Massachusetts College of Art (1930).

By 1948, most Longwood and Brookline Avenue frontage had been developed. Specialized patient treatment facilities were built in the 1950's: Judge Baker, Joslin Clinic, the Jimmy Fund. By the mid-50's, most of the hospitals had expanded facilities on their existing sites.

Today, the 175 acre Longwood Medical Area (LMA) is a city within a city. Roughly 35,000 people use the LMA every day to seek or to give medical attention, to teach or to go to school, or otherwise to support these functions. Within a 180 acre tract, the LMA contains 11 hospitals, 6 colleges and institutes, and 9 other educational and cultural institutions. Together these institutions constitute a major economic factor in the Commonwealth, employing over 20,000 staff members with a total payroll expenditure of over \$450 million annually.

The LMA is a world class center for health care, medical research and education. In 1986, more than 750,000 persons visited LMA clinics, and nearly 100,000 others were admitted for care. The international reputation of these medical institutions is reflected in the high percentage of patients coming to the area from all over the world.

Street Patterns

The Longwood Medical Area is located west of downtown Boston, enclosed within the triangle of Huntington Avenue, the Riverway, and the Fenway. The two major streets in the area are Longwood Avenue, running from southeast to northwest, and Brookline Avenue running from southwest to northeast.

Other streets within the subarea are generally parallel to these two, however, there is no grid street pattern due to the presence of numerous one to two block long streets and large institutional complexes. The pattern and total number of streets was established 100 years ago and never expanded after about 1915. Consequently the much increased pedestrian and vehicular densities that occurred over time have never been properly accommodated.

Surrounding Neighborhoods

The LMA is situated near several different neighborhoods. The southern long edge is shared with the Mission Hill and Mission Park districts. To the west, across the boundary of the Muddy River is Brookline and the Longwood residential neighborhood. Audubon Circle and Kenmore Square are to the north with the Fenway to the northeast.

Mission Hill is primarily residential in nature, with two and three family homes dominating the housing stock. Important institutions that influence that area include: the New England Baptist Hospital, the Harvard Community Health Plan, and the Veterans Administration Hospital. The Longwood neighborhood in Brookline is largely residential as well, with an above average median household income due to its professional population. The Audubon Circle/Kenmore Square area is a major commercial center as well as the focus for much of the campus of Boston University. The Fenway is a residential area with a housing stock primarily dominated by apartments.

Open space dedicated to public park land exists along the Riverway near the Muddy River and along the Fenway with the Back Bay Fens. Elliot P. Joslin Park -- formerly Longwood Park -- is a small park located between Brookline Avenue, Pilgrim, Joslin, and Deaconess Roads. In addition to park land, considerable open space exists in the Longwood area due to the presence of different educational institutions. Both Emmanuel and Simmons Colleges have landscaped campuses. Boston Latin and English High Schools are situated on Avenue Louis Pasteur, a spacious street with a circular center. Harvard Medical School's complex of Classical Revival buildings are situated around a large grassy quadrangle opening out onto Longwood Avenue.

IV. THE DEVELOPMENT CONTEXT

Planning and disposition of the MCA Longwood parcel occurs within a complex and challenging development context. Over the past decade development in the Longwood Medical Area has accelerated. Coincident with this trend have come problems of an increasingly difficult and overburdened traffic and access system. Development in the LMA has also had both direct and indirect impact on the neighborhoods which surround it.

These trends have highlighted a need for comprehensive planning and affirmative steps to preserve the area as a pleasing and livable environment for its users and residents and have spurred institutional, public and community efforts to accomplish this. In particular, the Medical Area Services Corporation (MASCO) has played a key leadership role in initiating and following through on many planning and area improvement projects

in the LMA.

Successful development of the MCA-Longwood parcel requires an in-depth understanding of this development context and a sensitive response to the critical issues it poses. To this end, the following section presents summary information on the major issues and trends affecting development in the LMA.

Accelerating Pace of Development in the LMA

Driven by pressures to compete in the rapidly changing world arena of medical services and technology, Longwood Medical Institutions invested \$597 Million between 1976 and 1984 to develop over 2.3 million square feet of new expansion space. By 1987, the gross square footage of building space occupied by institutions in the Longwood area now exceeds 8 million square feet. This development has put extraordinary pressure on the LMA, as well as on the residential neighborhoods which surround it. Within the medical area itself, development has shown increasing density, with an upsurge in building verticality and an increasing development pressure on the remaining open space in the LMA.

Institutional development projects underway in the past two to four years have been predominantly for purposes of replacing hospital beds, providing research facilities, adding parking garages and developing office and retail space. Prominent examples of construction now underway or recently completed in the LMA include: a new inpatient tower by Children's Hospital; an underground garage and ambulatory office building by Brigham and Women's Hospital; a seven story addition to Dana Farber; construction of the 200,000 SF Longwood Galleria project by Children's Hospital; and additions and renovations to the Harvard Medical School.

In addition several other projects are currently before the BRA for approval or are in a final preconstruction planning stage. Included among these are a research tower for Children's Hospital, upgraded facilities for New England Deaconess; development of a mixed use parking, office and child care facility by MASCO on property owned by Temple Israel; and renovation of the Simmons College Gymnasium.

An interesting sidelight of these institutional development initiatives has been an increase in shared ventures and initiatives among the Longwood institutions. Responding to cost issues and funding and regulatory incentives, Longwood institutions have increasingly joined together to sponsor and share complex diagnostic, therapeutic and research procedures and projects. Such shared initiatives have not always required the construction of new facilities; frequently, they have meant the sharing of programs and equipment. Recent examples of such

collaborations include: the Longwood Medical Area Joint Center for Radiation, the Longwood Area Program in Neonatology, the Magnetic Resonance Imaging Program, the Center for Research in Gastroenterology and the Center for Emerging Technologies.

Traffic and Access Issues

Increased traffic flow on streets poorly designed to handle this traffic volume, inadequate parking and the need for public transportation improvements have combined to cause significant traffic blockages and access problems in the Longwood Area. Among key sources of these problems is a high volume of through traffic, i.e. traffic originating from and proceeding to locations outside of the Longwood Area. Initial results from the MASCO/ITPAC study show that 65% of the area's traffic is through traffic. Institutional users (employees, patients, visitors) constitute most of the rest of the traffic. As institutional development activity in the LMA accelerates so will traffic demands generated by these users.

Traffic impact is reduced to the extent that institutional users rely on transportation means other than cars to arrive in the Longwood area. Interestingly, 1980 Census data indicated that a high percentage of residents in the LMA and immediately surrounding Boston neighborhoods walked to work (39%) or took public transportation (33%). While the statistic does not indicate how many, one must assume some of these residents are walking or taking public transportation to jobs at Longwood institutions.

Clearly it would be advantageous to preserve and improve the use of non-automotive means for arriving in the LMA. This suggests improvements to the public transportation system. While the LMA is currently accessible from both subway and bus, quality of service problems and distance of transport dropoff points from institutional destinations may limit the frequency of public transport use by visitors and employees. Preservation and improvement of the "walk-to-work" phenomenon may also improve traffic congestion problems. This implies a commitment by institution to hire employees from the local neighborhoods, as well as efforts by public officials and local leaders aimed at the preservation of affordable housing. The construction of employee housing by the institutions has also been suggested.

Traffic congestion in the Longwood area may also be relieved through the use of satellite parking sites on the periphery of the LMA, which connect to buses going into the area. The City of Boston Transportation Department now encourages the use of satellite sites to accomodate institutional employees while on-site parking within the LMA is reserved for short-term visitors to the institutions. One example of this strategy is the implementation by MASCO of a Park and Ride Facility for LMA

employees at Wentworth Institute. MASCO has also recently established the MetroBus, Inc and the Allston Shuttle to provide transport services for the LMA.

Also in the works are plans to widen and improve major streets in area, such as Longwood Avenue, and to ban or limit parking on such arteries.

Neighborhood Concerns

Development in the LMA has both direct and indirect impact on the residential and commercial neighborhoods surrounding the area. While development can bring jobs and enhanced property values to these surrounding neighborhoods, it can also mean congestion, pollution, noise and unwanted gentrification. Because of this mixed impact, neighborhood groups have sometimes viewed institutional expansion with suspicion and have called for an identifiable share in the positive outcomes generated by development.

The issues of traffic and parking are foremost among the concerns of surrounding neighborhoods. Expansion and development in the LMA has spillover impact in the neighborhoods, generating more cars and demand on both on and off street parking.

To gain community support, proposed solutions to LMA congestion problems, must also generate neighborhood benefits. For example, if outlying property in the neighborhoods is to be used for satellite parking garages, these garages might be co-located with property uses of more direct benefit to the neighborhoods, such as housing. In addition, neighborhood groups may request that institutions reduce the use of leased parking spaces in surrounding communities such as Mission Hill or the Fenway, if these institutions are permitted to develop parking facilities on sites in the LMA.

Neighborhood groups also cite other direct and indirect concerns relating to institutional expansion, including pollution of the Muddy River by institutional users, pressure to use remaining property in the neighborhoods for institutional, rather than community purposes, and gentrification pressures from the young professionals and students seeking housing near the institutions.

Development in the LMA can also pose significant opportunities for surrounding neighborhoods. Perhaps the most noteworthy of such opportunities is that of jobs. 1980 Census data for the Mission Hill/Longwood/Fenway/Kenmore area showed that 29% of the area's families and 35% of all persons living there were below the poverty level. While a portion of this statistic is accounted for by a large presence of students in the area, poverty and joblessness are certainly present in the

surrounding neighborhoods, particularly Mission Hill.

Development in the LMA may offer a way to address these problems, at least in part. Bio-medicine and bio-technology have been cited to be among the most promising areas in the state's economy for the creation of new jobs at many different entry levels. Jobs in construction, retail and services areas are also anticipated spinoffs from development. However, in order to enable many low income mothers to return to work, it may be necessary to provide on-site day care.

Maintaining a Livable Environment

These development issues call attention to the need for positive steps to preserve the LMA as a pleasing and livable environment for users and residents. This implies the presence of adequate commercial, retail and service vendors to meet the requirements of daily life and work in the area. Also important is the preservation of public open space to encourage pedestrian interaction and provide aesthetically pleasing experiences in the environment. Finally, an understandable routing and access system through the area is important.

Under the leadership of MASCO, Longwood institutions have initiated several improvements over the past few years including: a tree preservation program along key streets in the LMA; a standardized signage system in the area which is coordinated with signs on the Jamaica Way, Fenway and Riverway; implementation of a pedestrian amenities program, including the opening of Children's Park in 1985; and construction of bus shelters with related landscaping on Brookline and Longwood Avenues;

In recent years, private development initiatives have also included features which contribute to quality of life in the LMA. There has been an increase in mixed purpose developments, where retail, service uses and other amenities augment institutional expansion of offices and beds. Examples include the Children's Inn, the Longwood Galleria project and the proposed MASCO development at Temple Israel.

Comprehensive Planning

The breadth and complexity of issues affecting development in the LMA and surrounding neighborhoods call attention to the need for comprehensive and coordinated planning. MASCO has undertaken several significant planning studies, including the Open Space Framework, Open Space Guidelines, Design and Development Options for the Longwood Medical Area, Master Programming for Longwood Medical Area and most recently an LMA transportation study.

MASCO's planning initiatives are coordinated with and

complemented by City of Boston initiatives. For example, the transportation study is being overseen by the Institutional Transportation Planning Advisory Committee, a group appointed by the Mayor including citizens, institutions and public officials for the neighborhoods of Longwood, Fenway, Mission Hill and Kenmore Square. The MASCO portion is considered Phase I of a larger study to be completed for the entire area.

The City is also beginning to breathe new life into its Institutional Expansion Board (IEB). In the works is a requirement that all institutions must submit for approval by the IEB, Boston Redevelopment Authority and Zoning Board, a five year masterplan describing and detailing their physical expansion and development plans. Any subsequent development requiring a building or use permit by the City must be referenced in this masterplan. If not, the institution will be required to amend or resubmit its masterplan to these approving agencies. Clarification of these requirements is forthcoming in the coming months.

V. DEVELOPMENT CRITERIA

The MCA-Longwood CAC is charged with designing a development plan for the MCA site that is reflective both of the concerns of the Longwood Medical Area institutions and the potential public and community purposes the project may serve. To ground and guide the CAC's deliberations, the Commonwealth has established the following fundamental criteria for the redevelopment of the site:

- First and foremost, the outcome of this process, the development guidelines, must reflect a collaboration or sharing of goals and visions from among the key groups participating: institutions, community groups, developers and public officials;

- The core use of the site should be for medical and educational purposes. The site's strategic location at the center of the Longwood Medical Area warrants that development on the site should be compatible with these surrounding land uses.

- While medical and education uses are primary, the development must be responsive to community and neighborhood concerns in regard to both program and design criteria. Satisfactory community benefits should be included as part of the development package.

- Following from these points, DCPO is committed to mixed use development of the parcel. The inclusion of private for-profit and community uses will support the collaborative

nature of the project and add diversity to the development. The inclusion of for-profit uses, may also off-set the cost of the community benefits.

-Finally, to enable expeditious disposition of this property, the selected developer must satisfy state requirements to provide temporary replacement space for 30,000 SF of MCA studio programs, prior to permanent relocation of these programs to the new MCA campus on Huntington Avenue. Satisfaction of this requirement is essential. It will enable MCA to move out of the Longwood structure which now has heating, venting and other maintenance problems. In turn, this will enable rapid disposition of the site for new purposes. Specification of this requirement is included in the Appendix to this document.

VI. NEXT STEPS

The CAC's first task is to create a set of reuse guidelines which will establish parameters for the redevelopment of the site, in accordance with the development criteria the state has established. These guidelines should address program, design and development process issues. A series of five meetings will be held to examine these issues and create draft guidelines.

Following their presentation in a public hearing, the guidelines will be revised if necessary and adopted in final form for presentation to the Governor. The approved guidelines will form the basis for both the Request for Proposals (RFP) from interested developers and the final land disposition agreement which is negotiated with the selected developer.

DCPO currently anticipates that it will issue an RFP in early 1988 and complete selection of a developer within four to six months of that date. Disposition of the property may also be subject to design, environmental and other procedural reviews by state and local oversight boards, which will be coordinated through the Office of Real Property. The CAC will continue to advise DCPO through all of these steps.

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LIST OF APPENDICES

- I. Requirements for Temporary Massachusetts College Replacement Space
- II. Surplus and Polling Documentation for Parcel
- III. Deed for Property
- IV. Mission Hill/Fenway/Kenmore Planning Advisory Committee Report
- V. Massachusetts College of Art Site: A Review of Development Potential
- VI. Design Development Guidelines-Massachusetts College of Art site

APPENDIX I:
REQUIREMENTS FOR TEMPORARY
MASSACHUSETTS COLLEGE OF ART
REPLACEMENT SPACE

MASSACHUSETTS COLLEGE OF ART

Massachusetts College of Art
100 Morrissey Blvd.
Boston, MA 02125

To . Janet Billane, Project Manager, DCPO
From . William F. O'Neil
Office of . President
Date . July 24, 1987
Subject . Longwood Building - MCA Space Needs

In response to your letter of July 9, 1987 regarding MCA's need for studio space to house studio programs currently located at the Longwood Building, I will answer your questions as succinctly as possible. Before I do so I must correct the reference to the requirement of 30,000 GSF which occurs both in the letter and in the minutes of the July 2 meeting. This should read 30,000 NSF.

a.) Specifically the 3D Fine Arts Department Programs to be accommodated are (figures rounded out to nearest lower 500):

Sculpture	- 14,500
Ceramics	- 8,500
Glass	- 4,500
Metals	- 2,500

Included in the 30,000 NSF will be administrative space for faculty offices.

It is anticipated that the 3D Fibers Program could be accommodated by modifications to the 4th floor of the Tower Building

b.) Attached to this memorandum are the detailed space requirements as articulated in the Capital Master Plan. Generally it should be noted that the 3D Department has particular and stringent venting, wiring and gas

Janet Billane
July 24, 1987
Page two

requirements (for furnaces, kilns, etc.). These are specific in that they relate to air changes (general toxicity), toxins, dust extraction and BTUs. The requirements vary from area to area and are specific to the activities that take place in each area. Further information will be provided as necessary by Mr. Bill Clarke at the Board of Regents.

c.) Insofar as all of these facilities accommodate either heavy equipment or require its proximity, or generate considerable heat from kilns and furnaces or require their proximity, it would be inappropriate to stack any of the 3D facilities except perhaps for small seminar rooms. For this reason a ground floor location is mandatory.

d.) The facility should be located within easy walking distance from the main campus as students are going to have to move between the two in the ten minutes between classes. Dislocation problems would occur should greater distance be contemplated. It should be noted that access for wheelchair students is required consistent with State and Federal requirements.

e.) The question of time is difficult to answer with exactitude as it depends on the condition and disposition of the Longwood Building. Whenever, for whatever reason, the Longwood Building becomes unusable, an alternative space will be needed immediately. The prospect of this building lasting usefully for any considerable period without substantial renovation is unlikely. Alternative space will be required until such a time as the new 3D quarters at the main campus have been completed. The date when this will occur is not precise but if one were to surmise that the initial move from Longwood were to happen in 1988, under unaccelerated circumstances, it is unlikely that the new campus would be ready to accommodate the 3D Department until at least five years hence, i.e., 1992.

The move from Longwood should logically be planned to occur during the summer vacation as it will be difficult and will take more time that could affordably be lost during any given semester. Complete set up costs should be included as a cost item.

/dh

cc: Ed Rossi, Board of Regents
Bill Holmquist, MCA
Val Kirsis, MCA

Attachment

ADDENDUM: MECHANICAL AND ELECTRICAL REQUIREMENTS

The mechanical requirements for the office type areas are minimal with air conditioning desirable but not necessary. The workshops and certain studios which contain furnaces, kilns, and forges are more complex as they generate high temperature exhaust gases, particulate matter, toxic, noxious and/or corrosive fumes. They require that special filtration or scrubbing devices be installed as part of their exhaust systems to comply with State and Federal Laws. As a result of these exhaust systems, large make-up air units must be installed.

In addition to the required toilet and washroom facilities, special sinks with sediment or acid traps are required. Piping shall include natural gas, oxyacetylene, or mapp gas, as well as compressed air.

A large electrical service is required, but the voltages (120/240V - single phase and 208V - three phase) are standard. Emergency disconnect switches are required for each electrical furnace, kiln, and forge.



The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

Office of Real Property

One Ashburton Place

Boston, Massachusetts 02108

JOHN I. CARLSON, Jr.
DEPUTY COMMISSIONER

JOHN F. BRADSHAW
ASSOCIATE DEPUTY COMMISSIONER

THOMAS PIPER
DIRECTOR

617-727-0467

July 9, 1987

President William O'Neil
Massachusetts College of Art
Huntington Avenue
Boston, MA

Dear President O'Neil:

In follow up to the meeting of July 2, 1987, I am writing to request the assistance of your staff in articulating MCA's need for temporary space to house the 30,000 GSF of studio programs currently located at the Longwood Building.

As you are aware, DCPO is fully committed to moving the disposition of this property as quickly as possible so as to accomodate your urgent space needs. To this end, we have now set a tentative date for our first Citizen Advisory Committee meeting on August 6th at 8:30 A.M. In addition, we are planning to schedule a tour of the Longwood Building on either August 13th or August 18th at 8:30 A.M. We hope you will be able to attend one or both of these events.

To prepare for our first meeting, we plan to complete a project briefing document by July 24th, 1987. This document should include summary information about MCA's space needs. In order to meet this deadline, it would be helpful if your staff could put together a two to three page document, describing the basic parameters of this space requirement and addressing the following specific points:

The specific programs to occupy the temporary structure and rough space requirements per program;

A general description of any special space requirements which these programs might have such as special venting systems, raised ceilings, sinks, storage space, wiring or other requirements;

Description of the degree to which this space can be

stacked, i.e. how many of the programs require a ground floor location;

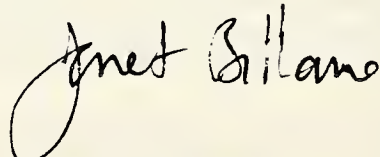
Location requirements: how close to the main campus should these programs be located; is it necessary that all 30,000 GSF be located together;

Timing requirements: how soon will this space be needed and over what period of time;

By September, we will also need to have a comprehensive description of the 30,000 GSF requirement, modeled after the study prepared in November 1986 by the Campus Committee.

Thank you for your help. For your information, I have also enclosed copies of my notes from the most recent meeting of the MCA working group for you and your staff. If there are any questions on any of these matters, please call me.

Sincerely,

A handwritten signature in dark ink, appearing to read "Janet Billane". The signature is fluid and cursive, with a large loop at the beginning of the first name.

Janet Billane,

Project Manager

APPENDIX II:
SURPLUS AND POLLING DOCUMENTATION
FOR PARCEL

REQUEST FOR TRUSTEE ACTION

12-12-83

to: BOARD OF TRUSTEES	date: December 12, 1983
from: JOHN F. NOLAN, PRESIDENT	log #: 84-4

subject: Surplus Property - Longwood Building

MASSAC
HUSSETTS
COLLEGE
OF ART

VOTED: "That the Board of Trustees declare the state-owned property on the corner of Longwood and Brookline Avenues surplus. Furthermore, that the college will continue to occupy the above property until appropriate facilities are prepared at the Huntington Avenue site to receive those programs currently housed in the Longwood building."

committee assigned:

committee action:

date of action:

trustee action:

trustee approval date:

effective date:

final disposition:

BOARD OF REGENTS OF HIGHER EDUCATION

REQUEST FOR BOARD ACTION

COMMITTEE: Administration and Finance

NO. A & F - 84 - 9

DATE: December 13, 1983

VOTED: That in accordance with G.L.c. 15A, Section 5(K) the Board of Regents of Higher Education, consistent with the attached vote dated December 12, 1983 of the Board of Trustees of the Massachusetts College of Art, declare the existing Massachusetts College of Art site and facilities located on the corner of Brookline Avenue and Longwood Avenue in the City of Boston as surplus property, provided however that said action shall be effective immediately after the Massachusetts College of Art has vacated the subject premises as determined by the President of the Massachusetts College of Art and as approved by the Chancellor of the Board of Regents of Higher Education.



FRANK T. KEEFE
SECRETARY

TUNNEY F. LEE
DEPUTY COMMISSIONER

The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

One Ashburton Place

Boston, Massachusetts 02108

617-727-4050

February 2, 1984

James Samels Esq.
General Counsel
Board of Regents

Dear Attorney Samels,

The Board of Regents' action, taken on December 13, 1983, in addressing the issue of whether the Mass. College of Art property is surplus, is curiously worded. The wording of the vote could be taken to indicate an intention on the part of the Board to not declare the property surplus until after the College activities have been completely relocated. Since DCPO does not initiate its surplus property disposition procedure until the user agency declares its property surplus, the effective date of the Board's surplus declaration is significant.

DCPO intends to interpret the Board's vote as a present declaration that the property is surplus, with the express understanding that the College's activities must be satisfactorily relocated before a disposition of the property can take place. This interpretation is in accord with the vote of the Mass. College of Arts' Board of Trustees and would permit DCPO to begin the long procedure required before a disposition could be finalized.

If you disagree with DCPO's interpretation of the Board's December 13, 1983 vote, please advise me at your earliest opportunity.

Very truly yours,

Robert P. Garrity
DCPO General Counsel

cc Linda Whitlock

RPG:lr



TUNNEY F. LEE
DEPUTY COMMISSIONER

JACK BRADSHAW
ASSOCIATE DEPUTY COMMISSIONER

The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

One Ashburton Place

Boston, Massachusetts 02108

617-727-4050

MEMORANDUM

TO: All Executive Offices

ATTN:

FROM: Tunney F. Lee, Deputy Commissioner *TFL*

DATE: March 21, 1984

RE: Notice of Surplus Real Property

The properties described on the attached material have been declared surplus to the needs of the Board of Regents. If you believe that an agency within your jurisdiction might be a suitable user for one or more of these properties, I ask that you prepare a brief statement that identifies:

1. Description of the proposed use of the property, including the expected utilization of the existing facilities and proposed new construction on the site
2. Expected benefits of use
3. Time frame for development of the proposed use
4. Identification and schedule of availability of capital resources, including a breakdown of sources of funds (local, state and federal)
5. Identification and schedule of availability of operating funds, including staff resources associated with the proposed use
6. Applicable environmental reviews and approvals that would be required before development could occur
7. Citation of applicable statutes under which the agency would use property

Surplus property being polled for use by state agencies or Public Agencies for highest and best use. (See attached maps and data for specific locations)

Boston Massachusetts College of Art property previously controlled by the Board of Regents; 364 Brookline Ave; 2.7 Acres; and approximately 97,000 square feet of space in 4 story building. Not available immediately.

Quincy Broad Meadows, surplus property previously controlled by the Board of Regents. 108.17 acres of vacant land includes wetlands. Currently available.

Springfield Springfield Armory area; Chapter 556 of the Acts of 1983 authorized DCPO to convey this land to National Park Service for use as access road to their Benton Small Arms Museum.



FRANK T. KEEFE
SECRETARY

TUNNEY F. LEE
DEPUTY COMMISSIONER

The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

One Ashburton Place

Boston, Massachusetts 02108

617-727-4050

May 17, 1984

The Honorable Raymond L. Flynn
Mayor - City of Boston
One City Hall Plaza
Boston, MA 02201

Re: Massachusetts College of Art -- Addendum to Notification of Availability

Dear Mayor Flynn:

It has come to my attention that your office was recently notified of the availability of the Massachusetts College of Art Building through one of the Division of Capital Planning and Operations' standard surplus property notification letters. At this time, I would like to offer additional information on this surplus state-owned property that may be of interest or use to you in your deliberations. Further, I would like to extend the review period deadline from May 20 to June 10, 1984.

Current Use and Timetable for Reuse

The Massachusetts College of Art Building on Brookline Avenue is currently used by the College for a number of its art programs, including the studios which have heavy equipment for clay, glass and sculpture projects. The remainder of the College's facilities are on Huntington Avenue.

The College's capital outlay budget currently includes funds for new classroom and studio facilities to be located on the old Boston State College campus. However, since the timetable for construction, rehabilitation and relocation to the new facilities is 3-5 years, the Brookline Avenue facility will not be available for use or redevelopment before 1987.

Proposal Requirements

As we noted in our previous letter, a proposal for use of the property should include the following:

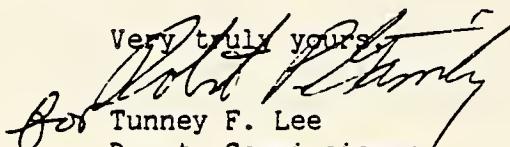
1. Description of the proposed public use of the property, including the expected utilization of the existing facilities and proposed new construction on the site;
2. Expected benefits of use;
3. Time frame for development of the proposed use;
4. Identification and schedule of availability of capital resources for redevelopment of the property, including a breakdown of sources of funds (local, state and federal);
5. Identification and schedule of availability of operating funds, including staff resources associated with the proposed use;
6. Applicable environmental reviews and approvals that would be required before development could occur; and
7. Citation of applicable statutes under which the agency would use property.

Legislative approval would need to be obtained after DCPO approval of a proposal, and before it could be conveyed.

If you have no direct municipal use for the facility, DCPO would nonetheless welcome your recommendation of preferred or unacceptable uses for the property. If the parcel is surplus to public need, we will convene an advisory group of local government, legislative and community representative to craft development guidelines for the property, as noted in Step #6 of the attached summary of DCPO's Surplus Property Disposition Process.

Please feel free to contact me or Linda Whitlock, Director of DCPO's Office of Real Property at 727-0468 if you have further questions or comments.

Very truly yours,


Tunney F. Lee
Deputy Commissioner



The Commonwealth of Massachusetts

*Executive Office
Division of Capital Planning and Operations
100 State Street
Boston, MA 02109*

December 14, 1984

The Honorable Raymond L. Flynn
Mayor - City of Boston
One City Hall Plaza
Boston, MA 02201

RE: Massachusetts College of Art Facilities on Brookline Avenue

Dear Mayor Flynn: *Ray*

Last May, we informed you that the Division of Capital Planning and Operations (DCPO) is planning for the Massachusetts College of Art's relocation from its old building on Brookline Avenue to new facilities at the former Boston State College campus. Since then we have been in contact with Boston's Department of Public Facilities, Office of Capital Planning and the Boston Redevelopment Authority to discuss whether Boston might have a potential municipal need for the Brookline Avenue site.

In May, we advised you that the site would not be available for use before 1987. In the past six months, DCPO has proceeded with its feasibility study for the construction of new facilities for the College at the former Boston State College site, and we now expect that the Brookline Avenue site will be vacated and available for reuse no earlier than the Fall of 1987.

Given this timeline, we would like to know by January 3, 1985 if the City intends to propose a municipal use for Massachusetts College of Art facility. As requested before, we would like the City to describe the proposed use and specify the timeframe and resources available to implement its proposal.

If you determine that the City does not need the property, DCPO will convene a Massachusetts College of Art Advisory Group to begin to formulate development guidelines which will be incorporated into a request for proposals for purchase and development of the site. We would look forward to having City of Boston representatives play an important role in such an Advisory Group.

Very truly yours,

Tunney F. Lee
Tunney F. Lee
Deputy Commissioner

TL/cas

cc: James Hart
Stephen Coyle
Mary Nee



CITY OF BOSTON • MASSACHUSETTS

OFFICE OF THE MAYOR
RAYMOND L. FLYNN

January 8, 1985

Tunney F. Lee, Deputy Commissioner
Executive Office for Admin. & Finance
Div. of Capital Planning & Operations
Commonwealth of Massachusetts
One Ashburton Place
Boston, MA 02108

RE: Massachusetts College of Art Facility

Dear Mr. Lee:

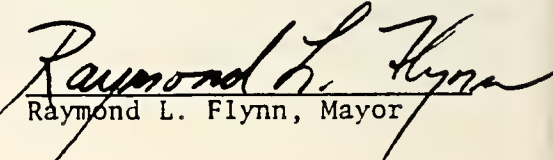
This is in response to your letter regarding the Massachusetts College of Art.

My Office of Capital Planning in conjunction with the Public Facilities Department is conducting a study of potential municipal uses for this building. This review has focused on Boston's school facility needs and is being conducted as part of an overall long-range school facility plan required by the federal court.

We are at this time two to three months away from finalizing our long-range plans. At this stage of our analysis, no definitive conclusion has been reached regarding the Mass. College of Art building.

We are actively moving forward with our planning process and will notify you of our findings at the earliest possible date.

Sincerely,


Raymond L. Flynn, Mayor



DN

The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

Office of Real Property

One Ashburton Place

Boston, Massachusetts 02108

617-727-0467

TUNNEY F. LEE
DEPUTY COMMISSIONER

LINDA WHITLOCK
DIRECTOR

February 14, 1986

Mary Nee
Director of Capital Planning
Office of the Mayor
City Hall
Boston, MA

Dear Mary,

As we recently discussed, The Division of Capital Planning and Operations is interested in receiving a letter from Mayor Flynn regarding the City's eventual need to use the old Massachusetts College of Art building on Longwood Avenue for public purposes.

The property will continue to be used by the Massachusetts College of Art through 1990, while the Huntington Avenue campus is being renovated to provide suitable facilities to replace those at the Longwood Building. It will also be used as swing space for Huntington Avenue programs that need to relocate during construction.

Please let me know at your earliest convenience whether the City has any direct public use for the building after 1990. As you know, our disposition process for surplus property would involve close cooperation between DCPO and the City in setting development guidelines for the property, if it is not needed for a direct public use.

Thank you.

Very truly yours,

Tunney F. Lee
Deputy Commissioner



FRANK T. KEEFE
SECRETARY

TUNNEY F. LEE
DEPUTY COMMISSIONER

The Commonwealth of Massachusetts

Executive Office for Administration and Finance

Division of Capital Planning and Operations

Boston, Massachusetts

817-707-1350

April 8, 1986

Mary Nee, Director
Mayor's Office of Capital Planning
City Hall - Room 959
Boston, MA 02201

Dear Mary:

I am writing to advise you that the Division of Capital Planning and Operations is ready to proceed with the preparation of development guidelines for the disposition of the Massachusetts College of Art building located at the corner of Longwood and Brookline Avenue. The original notice of the availability of the property was sent to Mayor Flynn in May 1984 and our most recent letter was February 14, 1986. If we do not hear to the contrary by May 9, we will assume that the City has no direct public use for the building once it becomes available after 1990.

We will contact you in the near future about possible members of a Citizens' Advisory Committee that will work with DCPO on development guidelines and developer selection for that property.

Please call me if you have any questions. Thank you for your attention to this matter.

Very truly yours,

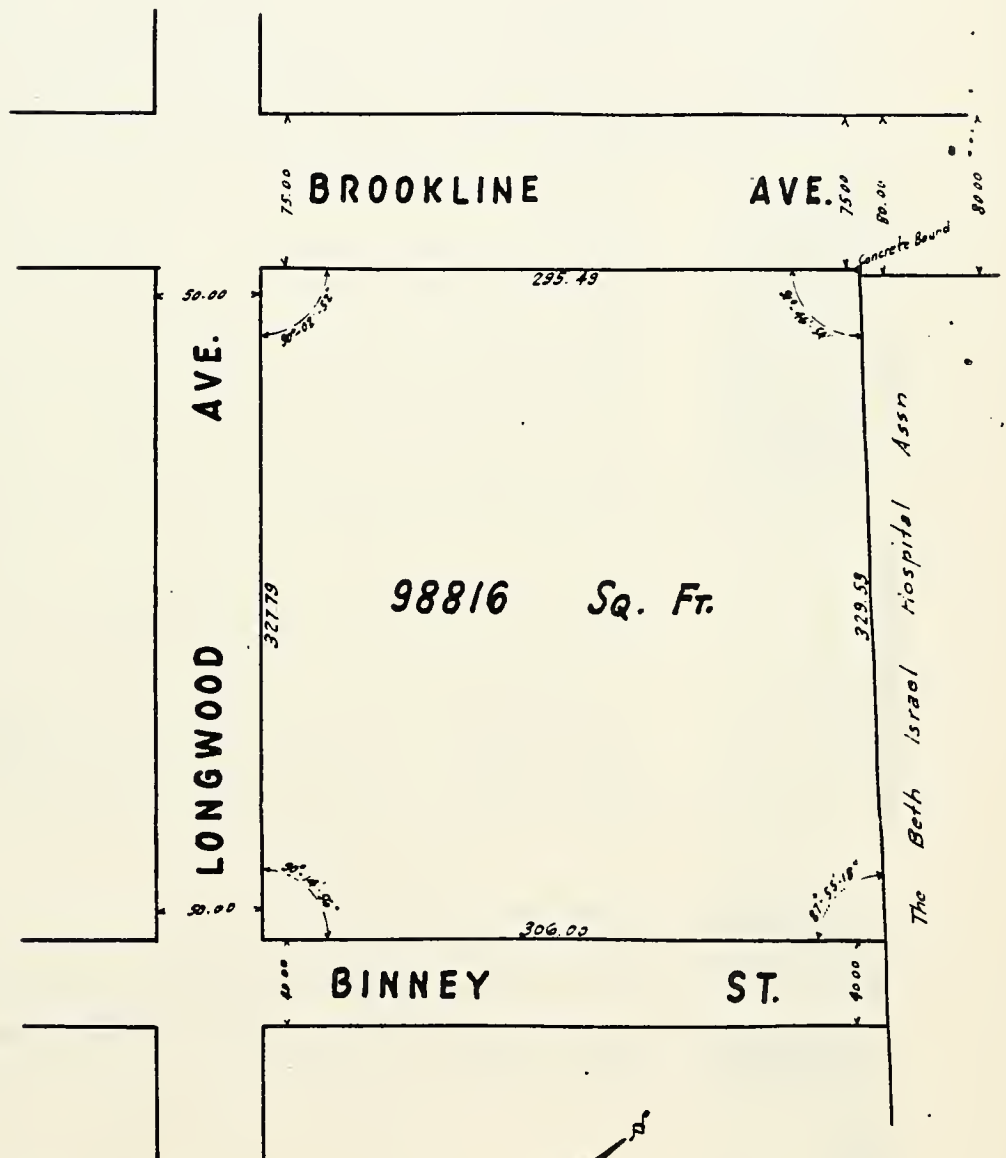
A handwritten signature in dark ink, appearing to read "Tunney F. Lee".

Tunney F. Lee
Deputy Commissioner

TFL/cmc

APPENDIX III:
DEED FOR PROPERTY

Scale 30 feet to an inch
Henry C Mildram Real Est. Engr.
Boston, Aug. 28, 1928



The original of this plan was left
for Record in the Suffolk Registry
of Deeds, and is on file

A True Cop.
Reduced to scale 60 ft to an inch

Franklin H. H. H.

5061

KNOW ALL MEN BY THESE PRESENTS That I, AMES Tr

OAKES AMES, sole surviving trustee under the will of Oliver Ames late of North Easton in the County of Bristol and Commonwealth of Massachusetts, deceased, by the power conferred by said will and every other power, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS all my right, title and interest as Trustee as aforesaid in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts, shown on a plan of Henry C. Mildram, Real Estate Engr. dated August 28, 1928, herewith to be recorded and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 291.49 feet; NORTHEASTERLY by land now or formerly of the Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 336 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my right, title and interest as trustee as aforesaid in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with Suffolk Deeds, Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds Book 3926, Page 301, and Book 3930, Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein trustee as aforesaid. WITNESS my hand and seal this eighth day of November A. D. 1928. Oakes Ames, Sole surviving trustee as aforesaid, and a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk, ss. Nov. 8, 1928. Then personally appeared the above named Oakes Ames, Trustee as aforesaid, and acknowledged the foregoing instrument to be his free act and deed, before me, Marion L. Hunt, Notary Public. My commission expires Mch. 17 1933, and her Notarial Seal. Approved as to form & title Emma Fall Schofield, Assistant Atty. General.-----November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

COMMONWEALTH
OF MASSACHUSETTS

A TRUE COPY FROM
SUFFOLK REGISTRY OF DEEDS
BOOK 3926 PAGE 1 ATTEST

Paul R. Tinsley
REGISTRAR

KNOW ALL MEN BY THESE PRESENTS

that we, the Old Colony Trust Company, a corporation organized and existing under the laws of the Commonwealth of Massachusetts, and having a place of business at Boston in said Commonwealth, Fanny Holt Ames and Daniel F. Buckley, both of Easton, Bristol County in said Commonwealth,

OLD COLONY
TRUST COMPANY
et al Executors
to

COMMONWEALTH OF
MASSACHUSETTS

as we are executors of and trustees under the will of William Hadwen Ames, late of said Easton, Bristol County, Massachusetts, deceased, by the power conferred by said will and every other power, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS all our right, title and interest as executors and trustees as aforesaid in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts shown on a plan by Henry C. Kilburn, Real Estate Engr. dated August 28, 1920, to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing, according to said plan 98,616 square feet of land and be any or all of said measurements more or less. Being all our right, title and interest as executors and trustees as aforesaid in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said deeds, book 1513, page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3920, Page 301 and Book 3930, Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantors herein executors and trustees as aforesaid.

IN WITNESS WHEREOF the said Old Colony Trust Company, Executor and Trustee as aforesaid, has caused its corporate seal to be hereto affixed and these presents to be executed in its name and behalf by F. W. Denio one of its Vice Presidents, and attested in its name and behalf by G. Coulson, Jr., its Secretary hereto duly authorized, and said Fanny Holt Ames and Daniel F. Buckley, Executors and Trustees as aforesaid, have hereto set their hands and seals this 8th day of November A. D. 1928. OLD COLONY TRUST COMPANY By F. W. Denio, vice President. Executor and Trustee as aforesaid. Attest: J. Coulson, Jr., Secretary, and the corporate seal. Fanny Holt Ames, Executor and Trustee as aforesaid and a seal. Daniel F. Buckley, Executor and trustee as aforesaid, and a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. November 8, 1928. Then personally appeared the above named Daniel F. Buckley as Executor and Trustee as aforesaid and acknowledged the foregoing instrument to be his free act and deed, before me, John A.L. Odde, Notary Public. My commission expires March 1, 1934. Nov. 20, 1928. Approved

as to form & title Emma Fall Schofield, Assistant Atty. General.--At a meeting of the Executive Committee of the OLD COLONY TRUST COMPANY, a Massachusetts corporation, duly called and held at Boston, Massachusetts, on November 8, 1928, at which a quorum was present and voting, the Board of Directors not being in session, it was unanimously VOTED; That F.W. Denio, one of the Vice-Presidents of the corporation be and he is hereby authorized and empowered in the name and behalf of this corporation as it is one of the executors of and trustees under the will of William H. Ames, late of Easton, Bristol County, Massachusetts, deceased, to sign and seal with the corporate seal, and J. Coulson, Jr., Secretary of this corporation, be and he is hereby authorized and empowered in the name and behalf of this corporation as executor, and trustee, as aforesaid to attest a deed from this corporation, Fanny Holt Ames and Daniel S. Buckley executors of and trustees under said will to the COMMONWEALTH OF MASSACHUSETTS Conveying all the grantors' right, title and interest in and to a certain parcel of land situated in Boston, Suffolk County, Massachusetts on Brookline Avenue, Longwood Avenue and Binney Street shown upon a plan by Henry C. Mildram Real Estate Engr. dated August 28, 1928, containing at it 98,010 square feet, together with all the grantors' right, title and interest in the Northwesterly half of said Binney Street between the side lines of said premises extended Southeasterly, said deed to be in such form as to said officers may seem best and the execution thereof by said F. W. Denio and the attestation by said J. Coulson, Jr. shall be a sufficient determination, and said officers are hereby authorized in the name and behalf of this corporation to deliver said deed. A true copy, attest: F.J. Fouslane, Clerk of the Executive Committee of OLD COLONY TRUST COMPANY.-----November 14, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

A TRUE COPY FROM
SUFFOLK REGISTRY OF DEEDS
BOOK 3 PAGE 3 ATTEST

Paul R. T. Wray
REGISTER

WARRANTY DEED KNOW ALL MEN BY THESE PRESENTS, that I, Frances P. Daniels, wife of Alanson L. Daniels, in my right of Wrentham, Essex County, Massachusetts, for consideration paid, grant, to COMMONWEALTH OF MASSACHUSETTS with WARRANTY COVENANTS as to my undivided fractional interest only, one sixth undivided of a certain parcel of vacant land situated in Boston, Suffolk County, Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928, to be recorded with Suffolk Deeds, and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53

DANIELS et ux

to

COMMONWEALTH OF
MASSACHUSETTS

feet; SOUTHEASTERLY by Binney Street 306 feet, and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my undivided right, title and interest in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, Page 301 and Book 3930, Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein. I, Alanson L. Daniels husband of said grantor, release to said grantee all rights of curtesy and other interests therein. WITNESS our hands and seals this 9th of November 1928. Frances P. Daniels Alanson L. Daniels and each seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. November 9, 1928. Then personally appeared the above named Frances P. Daniels and acknowledged the foregoing instrument to be her free act and deed, before me, H. L. Marshall, Notary Public. My commission expires Feb. 21, 1930. My commission expires, and his Notarial Seal. Nov. 20, 1928. Approved as to form & title Emma Fall Schofield Assistant Atty. General.----- November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received Entered, and Examined.-----

ATTEST COPY FROM
SUFFOLK REGISTRY OF DEEDS
BOOK PAGE 4 ATTEST

Paul P. Daniels
REGISTERED

to
COMMONWEALTH OF
MASSACHUSETTS

WARRANTY DEED KNOW ALL MEN BY THESE PRESENTS that I, Leonard D. Ahl, of Hamilton, Essex County, Massachusetts, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS with WARRANTY COVENANTS as to my undivided fractional interest only, one sixth undivided of a certain parcel of vacant land situated in Boston, Suffolk County, Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 26, 1923, to be recorded with Suffolk Deeds, and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 298.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my undivided right, title and interest in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded

with said Deeds Book 1513, Page 379 except such portions thereof if any have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, Page 301 and Book 3930, Page 451 so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein. I, Frances C. Ahl, wife of said grantor, release to said grantee all rights of dower and homestead and other interests therein. WITNESS our hands and seals this 13th day of November 1928. Leonard D. Ahl Frances C. Ahl and each a seal. COMMONWEALTH OF MASSACHUSETTS Essex ss. Hamilton Mass., Nov. 13, 1928. Then personally appeared the above named Leonard D. Ahl and acknowledged the foregoing instrument to be his free act and deed, before me, Clarence S. Knowlton, Justice of the Peace. My commission expires April 1, 1932. Nov. 20, 1928. Approved, as to form & title Emma Fall Schofield Assistant Atty General.----- November 24, 1928. At ten o'clock and fifty-five minutes A.M Received, Entered, and Examined.-----

WARRANTY DEED KNOW ALL MEN BY THESE

PRESENTS, that I, Sally B. Haven, of Lancaster, Essex County, Massachusetts, being unmarried, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS, of with WARRANTY COVENANTS as to my undivided fractional interest only, one fifteenth undivided of a certain parcel of vacant land situated in Boston, Suffolk County, Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928, to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my undivided right, title and interest in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, page 301, and Book 3930, Page 451, so far as in force and applicable,

A TRUE COPY FROM
SUFFOLK REGISTRY OF DEEDS
BOOK 3 PAGE 3 ATTEST.

HAVEN

to

COMMONWEALTH OF
MASSACHUSETTS

Ray P. Tinsley

and to the rights of all parties entitled to use said Binney Street in common with the grantor herein. WITNESS my hand and seal this 9th day of November 1928. Sally B. Haven and a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk, ss. November 9th. 1928. Then personally appeared the above named Sally B. Haven and acknowledged the foregoing instrument to be her free act and deed, before me, Daniel D. Carey, Justice of the Peace. My commission expires March 10, 1929. Nov. 20, 1928. Approved as to form & title Emma Fall Schofield, Assistant Atty. General.-----
-----November 24, 1928. At ten o'clock and fifty-
minutes A.M. Received, Entered, and Examined.-----

WARRANTY DEED KNOW ALL MEN

PRESENTS, that I, Ellen H. Ross, of Boston, Suffolk County, Massachusetts, being unmarried, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS, with WARRANTY COVENANTS, as to my undivided fractional interest only, one sixth undivided of a certain parcel of vacant land situated in said Boston shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928, to be recorded with Suffolk Deeds, and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my undivided right, title and interest in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance, is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds Book 3926, Page 301 and Book 3930, Page 451 so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein. WITNESS my hand and seal this 16 day of November 1928. Ellen H. Ross and a seal. Signed in the presence of Louis M. Peters. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. November 16, 1928. Then personally appeared the above named Ellen H. Ross and acknowledged the foregoing instrument to be her free act and deed, before me, Adolphe Lathieu, Notary Public. My commission expires Jan. 16, 1931, and his Notarial Seal. Nov. 20, 1928. Approved as to form and title Emma Fall Schofield.-----

TRUE COPY FROM
SUFFOLK COUNTY DEEDS
BOOK 1513 PAGE 379
ATTEST

November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received,
Entered, and Examined. ✓ -----

WARRANTY DEED KNOW ALL MEN BY THESE PRESENTS that
I, MARY E. HAVEN of Boston, Suffolk County, Massachusetts, being un-
married, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS
with WARRANTY COVENANTS as to my undivided fractional interest only, one
tenth undivided of a certain parcel of vacant land situated in said
Boston shown on a plan by Henry C. Mildram, Real Estate Engr. dated
August 28, 1928 to be recorded with Suffolk Deeds and bounded and de-
scribed as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet;
NORTHEASTERLY by land now or formerly of The Beth Israel Hospital As-
sociation 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and
SOUTHWESTERLY by Longwood Avenue 327.79 feet: containing according to
said plan 98,816 square feet of land and be any or all of said measure-
ments more or less. Being all my undivided right, title and interest
in the premises conveyed by Josiah B. Kendall to Franklin Haven and
others by deed dated January 13, 1881, and recorded with said Deeds,
Book 1513, Page 379, except such portions thereof if any as have been
taken by the City of Boston for the widening of said Brookline Avenue
and/or said Longwood Avenue. This conveyance is made subject to takings
by the City of Boston for water works and sewer recorded respectively
with said Deeds, Book 3926, Page 301, and Book 3930, Page 451, so far
as in force and applicable; and to the rights of all parties entitled
to use said Binney Street in common with the grantor herein. WITNESS
my hand and seal this 16 day of November 1928. Mary E. Haven and a
seal. Signed in the presence of Louis M. Peters. COMMONWEALTH OF MASSA-
CHUSETTS Suffolk ss. November 16, 1928. Then personally appeared the
above-named Mary E. Haven and acknowledged the foregoing instrument to
be her free act and deed, before me, Adolphe Lathieu, Notary Public.
My commission expires Jan. 16, 1931, and his Notarial Seal. Nov. 20, 1928
Approved as to form & title Emma Fall Schofield Assistant Atty. General.
-----November 24, 1928. At ten o'clock and fifty-
five minutes A.M. Received, Entered, and Examined. ✓ -----

HAVEN
to
COMMONWEALTH
OF MASSACHUSETTS

A TRUE COPY FROM
SUFFOLK REGISTRY OF DEEDS
BOOK PAGE 2 ATTEST

KNOW ALL MEN BY THESE PRESENTS THAT
I, Oakes Ames of Easton, Bristol County, Massachusetts, for considera-
tion paid, grant to COMMONWEALTH OF MASSACHUSETTS all my right, title
and interest in and to a certain parcel of vacant land situated in
Boston in the County of Suffolk and Commonwealth of Massachusetts shown

AMES
to
COMMONWEALTH
OF MASSACHUSETTS

on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928 to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 296.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all right, title and interest in the premises conveyed by Josiah B. Kennebec to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, Page 379 except such portions if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds Book 3926, Page 301 and Book 3930 Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein. See deeds to me by Evelyn Ames Hall, Anna Lee Ames Nowell, Susan Ames Taylor, Lillian (otherwise called Lillian) Ames Chatman Zales, Harry Chatman, Anna Ray Chatman Belian, and Harry L. Chatman duly recorded with said Deeds, said deeds being respectively dated April 10, 1928, March 14, 1928, April 26, 1928, May 3, 1928, April 23, 1928, May 3, 1928 and April 24, 1928. I, Blanche Ames Ames, wife of said Oakes Ames, release to said grantee herein all rights of dower and homestead and other interests in the said premises. WITNESS our hands and seals this eighth day of November A.D. 1928. Oakes Ames Blanche Ames Ames and each a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. November 8, 1928. Then personally appeared the above names Oakes Ames and acknowledged the foregoing instrument to be his free act and deed, before me, Marion L. Hunt, Notary Public. My commission expires March 17, 1933, and her Notarial Seal. Nov. 20, 1928. Approved as to form and title Emma Fall Schofield, Assistant Atty. General.-----November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.---y-----

AMES

to

COMMONWEALTH
OF MASSACHUSETTS

KNOW ALL MEN BY THESE PRESENTS THAT I, FANNY HOLT AMES of Easton, Bristol County, Massachusetts, being unmarried, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS all my right, title and interest in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated

August 28, 1928, to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all my undivided right, title and interest in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, Page 301, and Book 3930, Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein.

WITNESS my hand and seal this ninth day of November A.D. 1928. Fanny Holt Ames and a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk, ss. Nov. 9, 1928. Then personally appeared the above named Fanny Holt Ames and acknowledged the foregoing instrument to be her free act and deed, before me, Daniel F. Buckley, Justice of the Peace. My commission expires Nov. 7, 1935. Nov. 20, 1928. Approved as to form and title Emma Fall Schofield, Assistant Atty. General.-----November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

KNOW ALL MEN BY THESE PRESENTS That we, Oakes Ames and American Trust Company, a Massachusetts corporation, Trustees under a deed of trust by Harry Chatman to us dated May 20, 1925, and recorded with Suffolk deeds on October 3, 1928, by the power conferred by said deed of trust and every other power, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS all our right, title and interest as Trustees as aforesaid in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts shown on a plan by Henry C. Mildram, Real Estate Engr. dated August 28, 1928 to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to

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SUFFOLK REGISTRY OF DEEDS
BOOK --- PAGE 9 ATTEST

Paul R. T. W. W. W.
REGISTER

AMES et al
Trs
to
COMMONWEALTH
OF MASSACHUSETTS



said plan 98,816 square feet of land and be an or all of said measurements more or less. Being all our right, title and interest as Trustees as aforesaid in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, Page 301, and Book 3930, Page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantors herein Trustees as aforesaid. IN WITNESS WHEREOF said Oakes Ames, Trustees as aforesaid, has hereto set his hand and seal and said American Trust Company, Trustee as aforesaid, has caused its corporate seal to be hereto affixed and these presents to be executed and acknowledged in its name and behalf by Charles H. Bowen, one of its Vice Presidents, and attested in its name and behalf by Arthur Bancroft, one of its Assistant Treasurers, hereto duly authorized this 15th day of November A.D. 1928. Oakes Ames, Trustee as aforesaid, and a seal. AMERICAN TRUST COMPANY trustee as aforesaid, by Charles H. Bowen, Vice President, Attest: By Arthur Bancroft, Assistant Treasurer, and the corporate seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss, Nov. 15, 1928. Then personally appeared the above named Charles H. Bowen, and acknowledged the foregoing instrument to be the free act and deed of said American Trust Company, Trustee as aforesaid, before me, Lawrence E. Hanson, Notary Public. My commission expires Feb. 28, 1930, and his Notarial Seal. Nov. 20, 1928. Approved as to form and title Emma Fall Schofield, Assistant Atty. General.--At a meeting of the Executive Committee of the Board of Directors of American Trust Company, a Massachusetts corporation, duly called and held at Boston, Massachusetts, on the 15th day of November 1928, a quorum being present and voting and the Board of Directors not being in session it was unanimously VOTED That Charles H. Bowen, a Vice-President of this corporation, be and he is hereby authorized and empowered in the name and behalf of this corporation as trustee as hereinafter stated to sign, seal with the corporate seal, and acknowledge three deeds, one by this corporation and another as trustees under deed of trust, by Harry Chatman, one by this corporation and another as trustees under deed of trust by Lillian Ames Chatman Zaise and one by this corporation as trustee under a deed of trust and confirmatory deed of trust by Anna Ray Chatman

THE COPY FROM
SUFFOLK COUNTY
REGISTER OF DEEDS
BOOK 10 PAGE 10 ATTEST
af

Belian, all said deeds running to the Commonwealth of Massachusetts, and conveying all the right, title and interest of this corporation, trustee as aforesaid, in and to a certain parcel of land situated in Boston, Suffolk County, Massachusetts, on Brookline Avenue, Longwood Avenue and Binney Street, shown upon a plan by Henry C. Mildram, Real Estate Engr., dated August 26, 1928, containing about 98816 square feet together with all the right, title and interest of that corporation, trustee as aforesaid, in the northwesterly half of said Binney Street, between the side lines of said premises extended Southeasterly, and that Arthur Bancroft, an assistant treasurer, of this corporation be and he is hereby authorized in the name and behalf of this corporation, trustee as aforesaid, to attest said three deeds, said deeds to be in such form as to said officers may seem best and the execution thereof by said Charles H. Bowen and the attestation thereof by said Arthur Bancroft shall be a sufficient determination and said officers are hereby authorized in the name and behalf of this corporation, trustee as aforesaid, to deliver said deeds. A true copy attest Charles H. Bowen, Secretary, and the corporate seal.-----November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

KNOW ALL MEN BY THESE PRESENTS That we,
OAKES AMES and AMERICAN TRUST COMPANY, a Massachusetts corporation, Trustees under a deed of trust by Lillian Ames Chatman Zaiss to us dated May 20, 1925, and recorded with Suffolk deeds, on October 3, 1928, by the power conferred by said deed of trust and every other power, for consideration paid, grant to COMMONWEALTH OF MASSACHUSETTS all our right title and interest as Trustees as aforesaid in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928, to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 295.49 feet; NORTHEASTERLY by land now or formerly of The Beth Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet, and SOUTHWESTERLY by Longwood Avenue 327.79 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all our right, title and interest as Trustees as aforesaid in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds, Book 1513, page 379, except such portions

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SUFFOLK REGISTRY OF DEEDS
BOOK PAGE 11 ATTEST

AMES et al
Att

COMMONWEALTH OF
MASSACHUSETTS

thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds, Book 3926, page 301, and book 3930, page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantors herein Trustees as aforesaid. IN WITNESS WHEREOF said OAKES AMES, Trustee as aforesaid, has hereto set his hand and seal and the said American Trust Company, Trustee as aforesaid, has caused its corporate seal to be hereto affixed and these presents to be executed and acknowledged in its name and behalf by Charles H. Bowen, one of its Vice Presidents, and attested in its name and behalf by Arthur Bancroft one of its Assistant Treasurers hereto duly authorized this 15th day of November A. D. 1928. Oakes Ames, Trustee as aforesaid, and a seal. AMERICAN TRUST COMPANY Trustee as aforesaid, by Charles H. Bowen, Vice President, Attests: By Arthur Bancroft, Assistant Treasurer and the corporate seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. Nov. 15, 1928. Then personally appeared the above named Charles H. Bowen, and acknowledged the foregoing instrument to be the free act and deed of said American Trust Company, Trustee as aforesaid, before me, Lawrence E. Hanson, Notary Public. My commission expires Feb. 23, 1930, and his Notarial Seal. Nov. 20, 1928. Approved as to form and title Emma Fall Schofield, Assistant Atty. General.----- November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

AMERICAN TRUST
COMPANY Tr.

to

COMMONWEALTH OF
MASSACHUSETTS

KNOW ALL MEN BY THESE PRESENTS That AMERICAN TRUST COMPANY, a Massachusetts corporation, sole remaining Trustee under a deed of trust to it and Oakes Ames by Anna Ray Chatman Belian, dated May 7, 1925, and under confirmatory deed of trust by said Anna Ray Chatman Belian to it and said Oakes Ames dated May 13, 1925, recorded with Suffolk deeds on October 3, 1928, by the power conferred by said deeds of trust and every other power, for consideration paid, grants to COMMONWEALTH OF MASSACHUSETTS all its right, title and interest as Trustee as aforesaid in and to a certain parcel of vacant land situated in Boston in the County of Suffolk and Commonwealth of Massachusetts, shown on a plan by Henry C. Mildram, Real Estate Engr., dated August 28, 1928, to be recorded with Suffolk Deeds and bounded and described as follows: NORTHWESTERLY by Brookline Avenue 296.49 feet; NORTHEASTERLY by land now or formerly of The Beth

Israel Hospital Association 329.53 feet; SOUTHEASTERLY by Binney Street 306 feet; and SOUTHWESTERLY by Longwood Avenue 327.72 feet; containing according to said plan 98,816 square feet of land and be any or all of said measurements more or less. Being all its right, title and interest as Trustee as aforesaid in the premises conveyed by Josiah B. Kendall to Franklin Haven and others by deed dated January 13, 1881, and recorded with said Deeds Book 1513, Page 379, except such portions thereof if any as have been taken by the City of Boston for the widening of said Brookline Avenue and/or said Longwood Avenue. This conveyance is made subject to takings by the City of Boston for water works and sewer recorded respectively with said Deeds Book 3926, page 301, and Book 3930, page 451, so far as in force and applicable, and to the rights of all parties entitled to use said Binney Street in common with the grantor herein Trustee as aforesaid. IN WITNESS WHEREOF said American Trust Company, sole remaining Trustee as aforesaid, has caused its corporate seal to be hereto affixed and these presents to be executed and acknowledged in its name and behalf by Charles H. Bowen, one of its Vice Presidents, and attested in its name and behalf by Arthur Bancroft, one of its Assistant Treasurers, hereto duly authorized this 15th day of November A. D. 1928. AMERICAN TRUST COMPANY Sole remaining trustee as aforesaid By Charles H. Bowen, Vice President, Attest: By Arthur Bancroft, Assistant Treasurer, and the corporate seal. COMMONWEALTH OF MASSACHUSETTS Suffolk ss. Nov. 15, 1928. Then personally appeared the above named Charles H. Bowen and acknowledged the foregoing instrument to be the free act and deed of said American Trust Company, Trustee as aforesaid, before me, Lawrence E. Hanson, Notary Public My commission expires Feb. 28, 1930, and his Notarial Seal. Nov. 20, 1928. Approved as to form & title Emma Fall Schofield, Assistant Atty. General.----- November 24, 1928. At ten o'clock and fifty-five minutes A.M. Received, Entered, and Examined.-----

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BOOK PAGE 13 ATTEST

CHAPTER 413 ACTS 1924 I, GEORGE H. JOHNSON, Collector of Taxes for the City of Boston, in consideration of \$15.40 paid in name of G. Vernacchio, being the amount claimed as a lien by said City of Boston for water rates (including all interest, costs and charges) on the following described premises 228 Saratoga St. Ward 1, notice of which is filed with Suffolk Registry of Deeds, Book 4871, Page 1, hereby cancel and discharge said lien. WITNESS my hand and seal this twenty-third day of November 1928. George H. Johnson, City Collector, and a seal. COMMONWEALTH OF MASSACHUSETTS Suffolk, ss. Nov. 23, 1928. 192 Then

JOHNSON Calls
to
VERNACCHIO

APPENDIX IV:
MISSION HILL/FENWAY/KENMORE
PLANNING ADVISORY COMMITTEE REPORT

9003-345

MISSION HILL FENWAY KENMORE

PLANNING ADVISORY COMMITTEE

Area 1985

CITY OF BOSTON · RAYMOND L. FLYNN, MAYOR
BOSTON REDEVELOPMENT AUTHORITY · STEPHEN COYLE, DIRECTOR

MISSION HILL/FENWAY/KENMORE

Planning Advisory Committee

City of Boston

Raymond L. Flynn, Mayor

Boston Redevelopment Authority

Robert L. Farrell, Chairman

Joseph J. Walsh, Vice-Chairman

James K. Flaherty, Treasurer

Clarence J. Jones, Assistant Treasurer

Kane Simonian, Secretary

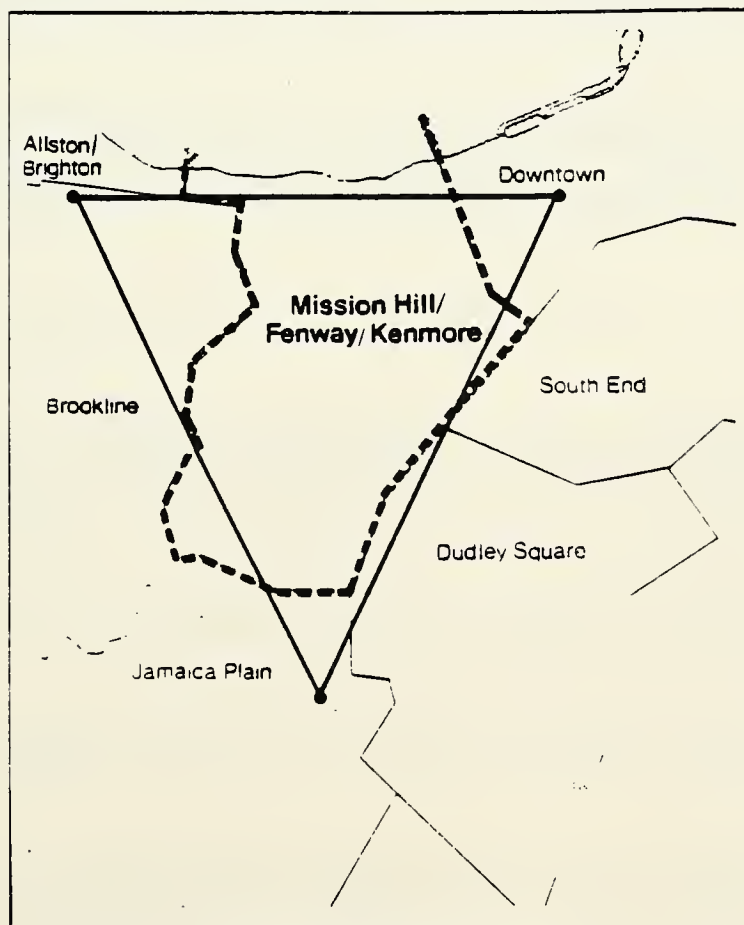
Michael F. Donlan, Member

Executive Summary

The recent expansion of medical and educational institutions in an area forming a rough triangle, extending from Mission Hill to the Fenway to Kenmore Square, has brought to the forefront many planning and development issues which are of concern to area residents. These concerns include issues such as traffic and parking, the supply and affordability of area housing, commercial area revitalization, the management of institutional expansion and open space preservation. While residents and institutions have themselves established planning organizations in an attempt to resolve some of these planning issues, their efforts have, for the most part, been focused on specific neighborhood/institutional problems. It is now recognized that a coordinated, area-wide effort is needed to analyze regional concerns such as traffic and parking.

The formation of a 12 member Planning Advisory Committee to oversee an area-wide consultant traffic and parking study for the Mission Hill/Fenway/Kenmore district is seen as the initial step toward resolving some of the regional issues. The Advisory Committee will be appointed by the Mayor, and will represent the neighborhoods, institutions, and public agencies present in the Mission Hill/ Fenway/Kenmore district.

MISSION HILL/FENWAY/KENMORE
MAP1 Study Area Boundary



The Advisory Committee will work closely with staff from the BRA and the Boston Transportation Department in the definition of a scope of services for the study and in the selection of a traffic consultant. Once underway, the study is anticipated to take between 12-18 months to complete. As part of its ongoing responsibilities, the Committee also will review those institutional development projects which significantly impact the regional transportation network for the area. Following the completion of this study effort, the Committee will consider what additional issues could most appropriately be addressed.

The following report is divided into four sections and contains an executive summary. Section I provides a general profile of the Mission Hill/Fenway/Kenmore study area as well as a description of each neighborhood sub-area. Table 1, found on page 13, details the characteristics of each neighborhood sub-area in terms of physical structure, institutions present, neighborhood associations, current projects, and issues/concerns of particular interest to the neighborhood. Section II identifies the more general area-wide issues of concern for the study area such as transportation, commercial area deterioration, housing, institutional expansion and open space. Each substantive area is reviewed both in terms of its historical background and its current/proposed development activities. Section III describes the proposed process of community participation and suggests proposed responsibilities for the committee. The final section of the report lists the next steps to be undertaken in the advisory committee process.

I. STUDY AREA

Profile

The Mission Hill/Fenway/Kenmore Triangle is located west of downtown Boston. The area is home to many of Boston's thriving residential communities, hospitals and universities, cultural and entertainment attractions, and important commercial districts. The Triangle area is bounded by Heath Street and the Southwest Corridor Tremont Street to the south, Massachusetts Avenue to the east, the Riverway to the west, and Kenmore Square to the north.

In 1980, there were 41,905 people residing in the Mission Hill/Fenway/Kenmore study area, accounting for 7.4% of the City of Boston's entire population. A large percentage of this population were students attending area universities.

The student influence is also reflected in the housing market for the study area. Multi-unit, rental housing is by far the most common housing type, with 84% of the housing units in structures of five or more units. Only 4% of the area's total housing stock was owner-occupied in 1980.

The largest employers in the study area were the hospitals and universities, providing 32,000 jobs in 1983. When combined with the transportation of labor force statistic indicating that 72% of the area's workers either walked or took public transportation to get to work, the importance of the feeder role played by adjacent residential neighborhoods to area institutions cannot be understated.

Medical institutions dominated development in the study area from 1976-1984, responsible for nearly 70% of the over \$853 million spent on new construction and rehabilitation during that period. Residential construction and rehabilitation was next in magnitude, amounting to over \$170 million (20% of total) for 3,156 dwelling units.

Other relevant indicators for the study area area as follows:

Population (1980 data)

- o The area had a relatively young population -- 32% in the 20-24 age bracket and 22% in the 15-19 age bracket. (City-wide, persons in these two age brackets, combined, comprised only 24% of the total population.)
- o Families comprised only 26% of the area's households in comparison to 54% in the city.
- o Large number of persons lived in group quarters (32% of all persons in the area).

These population statistics evidence the presence of a large student population in the area.

Income (1979 data)

- o The area had a relatively low household and per capita income. Only 27% of all households in the area earned over \$15,000, while 42% of

households in the City had incomes over that amount. Per capita income was \$5,210 in the area, compared to \$6,555 in the City. Furthermore, 29% of the area's families and 35% of all persons were below the poverty level.

- o Many of the area's households were single students who worked part-time, if at all, and had low earnings.

Education (1980 data)

- o Residents were well-educated. 78% of the persons 25 years and older were high school graduates, compared to 68% in the City as a whole; and one-third had completed four or more years of college, in contrast to one-fifth in the City.

Labor Force (1980 data)

- o The unemployment rate in the area was relatively low -- 5.4% compared to 6.1% in Boston.
- o 45% of the area's working residents were employed in professional and related services, including health care and education.

Transportation of Labor Force (1980 data)

- o Means of transportation to work were primarily walking (39%) and public transportation (33%).
- o Only 25% travelled to work by car, truck or van, compared to 42% for residents of the City as a whole.
- o Walking to work was most prevalent in the Kenmore (28%) and Longwood Medical Center (45%) neighborhood areas.

These data are evidence that workers in the medical and educational institutions tend to reside in the vicinity of their workplaces.

Housing (1980 data)

- o Multi-unit, rental housing dominates the area.
- o Only 4% of the area's units are owner-occupied, compared to 27% in the City as a whole.
- o 84% of the area's housing units are in structures of five or more units, compared to 43% in all of Boston.
- o Tenants in the renter-occupied housing units were quite mobile: 46% of the householders moved into their units from 1979 to March 1980 in comparison to 32% city-wide.
- o The area had a large stock of condominiums as of June 30, 1983. Sixty conversion cases produced 1,237 units, most of which were in the Fenway-Kenmore area. Most of the condominium development occurred after 1980.

Workplaces and Employment

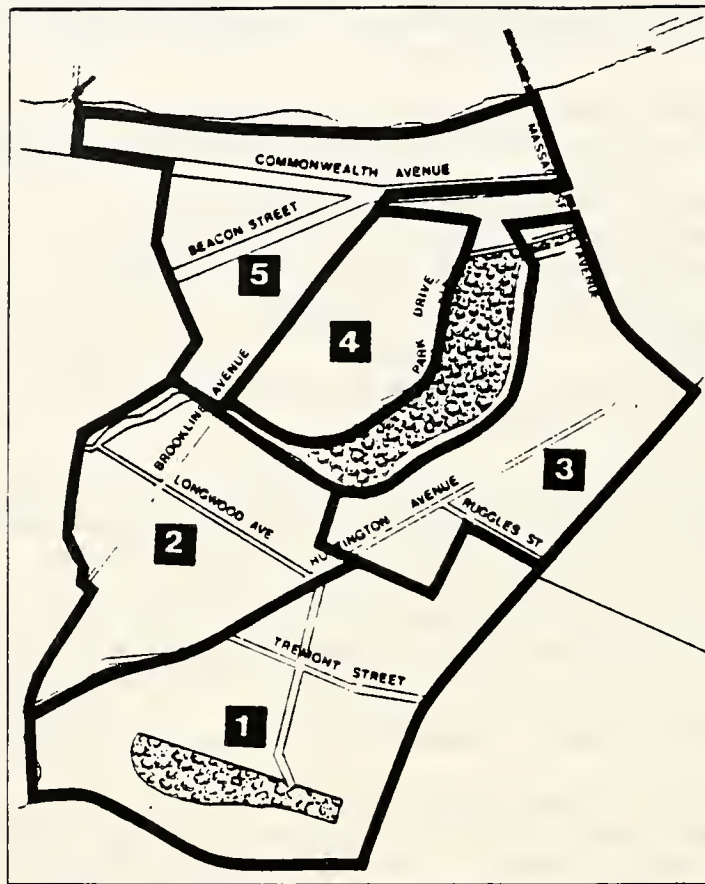
- o As of 1981, over 1,000 private business establishments were located in the area. Those establishments employed over 48,000 workers, or 11% of Boston's private employees.
- o The largest employers were mainly hospitals and universities; those with 500 or more employees accounted for 32,000 jobs in 1983.
- o By type of business, services dominated the local economy, with 72% of the area's private employment. Retail trade (17% of total) was the only other substantial sector.

Large Developments

- o From 1976 to 1984, over \$853 million were spent on new construction and rehabilitation of structures.
- o Medical institutions dominated development from 1976-1984, accounting for 68% of construction spending. The new and rehabilitated structures amounted to over 2.3 million square feet of space.
- o Second in magnitude, residential construction and rehabilitation amounted to over \$170 million (20% of total) for 3,156 dwelling units.
- o Except for cultural and recreational construction (\$36 million or 4% of total) development in other categories was of relatively small magnitude.

(The information on population, income, housing, and employment presented above is taken from the U.S. Bureau of the Census Neighborhood Statistics Program for 1980. Tables 1-12 in the data base report, available under a separate cover, provide greater detail of the area's socio-economic characteristics).

MAP 2 Sub Areas



- 1 Mission Hill
- 2 Longwood Medical Area
- 3 East Fens
- 4 West Fens
- 5 Kenmore Square/Audubon Circle

SUB-AREAS

Five neighborhood sub-areas have been identified in the Mission Hill/Fenway/Kenmore study area. Shown on Map 2 above, the five sub-areas include (1) Mission Hill; (2) Longwood Medical Area; (3) East Fens; (4) West Fens; and (5) Kenmore Square/Audubon Circle. A brief description of each follows.

1. Mission Hill

The Mission Hill sub-area is located along the southern edge of the study area and is primarily residential in nature, with two and three-family homes dominating the housing stock. The sub-area is bounded by Ruggles Street to the north, Heath Street to the south, the Southwest Corridor to the east, and Huntington Avenue to the west. The institu-

tion exerting the greatest influence in the area is the New England Baptist Hospital. Other institutions in the immediate area include the Harvard Community Health Plan and the Veterans Administration Hospital. Neighborhood interests and concerns for Mission Hill include (1) traffic and parking; (2) upgrading existing housing including the Mission Hill Main and Extension Projects; (3) stabilizing housing opportunities for low and moderate-income residents; and (4) revitalizing the Brigham Circle commercial area.

2. Longwood Medical Area

The Longwood Medical Area is the major center for the City of Boston's medical services. Hospitals in the area include Brigham and Women's, Beth Israel, Children's and the New England Deaconess. In addition to the medical facilities in the area, there are numerous educational institutions (Harvard Medical School, Massachusetts College of Art, Roxbury Community College). The sub-area is bounded by the Fenway to the north, the Jamaica Way to the south, Huntington Avenue to the east, and the Riverway to the west. Of prime concern to the residents and institutions in the Longwood Medical Area are issues of (1) traffic and parking; and (2) the management of institutional expansion.

3. East Fens

The East Fens sub-area is primarily a residential area with apartments as the dominant use. The sub-area is bounded by Massachusetts Avenue to the north, Ruggles Street to the south, the Southwest Corridor to the east, and the Fenway to the west. The institution that has the most impact on this sub-area is Northeastern University. Other institutions in the area are the Museum of Fine Arts and Symphony Hall. Neighborhood interests and concerns include (1) stabilizing housing opportunities for low and moderate-income tenants; and (2) controlling traffic congestion in the area through the vigorous enforcement of the resident sticker program; and (3) upgrading the Huntington Avenue/Massachusetts Avenue commercial district.

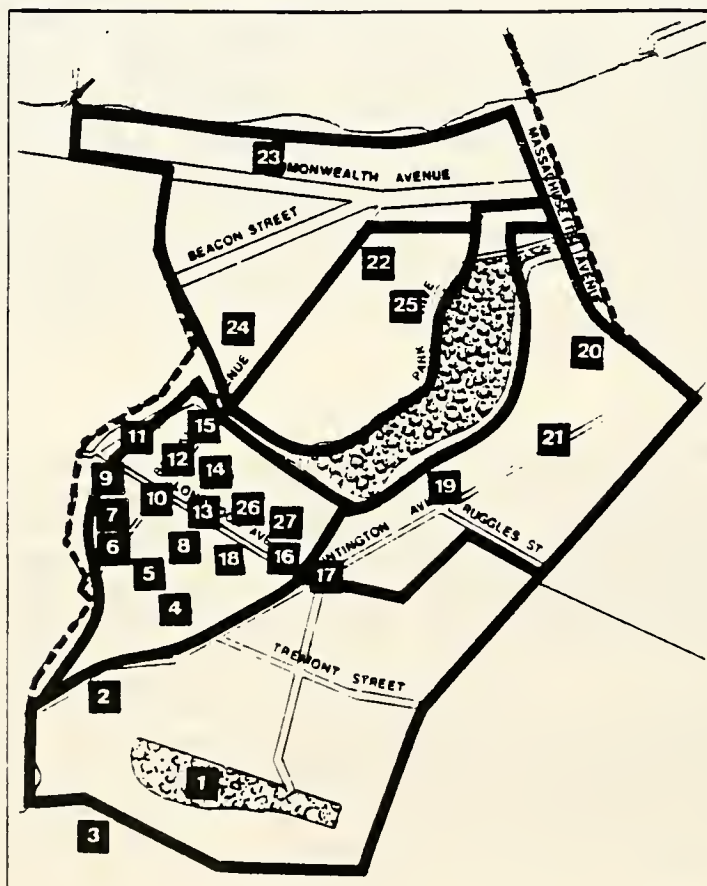
4. West Fens

The West Fens sub-area is also primarily a residential area with apartments as the dominant type of housing. The sub-area is bounded by the Massachusetts Turnpike to the north, Park Drive to the south and east, and Brookline Avenue to the west. The institution most influencing this sub-area is Fenway Park and the Red Sox. Other institutions present in the area include Boston University and the Harvard Community Health Plan. Of prime concern and interest to this sub-area are (1) stabilizing housing opportunities for low and moderate-income tenants; (2) controlling traffic congestion through the rigorous enforcement of the resident sticker program; (3) controlling the infusion of surface parking lots; and (4) promoting the mix-use development of under-utilized parking lots.

MAP 3
MISSION HILL/FENWAY/KENMORE - Institutional Uses

- | | |
|--|--|
| 1. New England Baptist Hospital | 15. Emmanuel College |
| 2. Harvard Community Health Plan Hospital | 16. Massachusetts College of Pharmacy and Allied Health Sciences |
| 3. Veterans Administration Hospital, Jamaica Plain | 17. Mass. College of Art/Roxbury Community College |
| 4. Brigham & Women's Hospital | 18. Harvard Medical Schools |
| 5. Dana Farber Cancer Institute | 19. Museum of Fine Arts |
| 6. Joslin Diabetes Center | 20. Symphony Hall |
| 7. New England Deaconess Hospital | 21. Northeastern University |
| 8. Children's Hospital | 22. Boston Red Sox |
| 9. Temple Israel | 23. Boston University |
| 10. Winsor School | 24. Harvard Community Health Plan |
| 11. Wheelock College | 25. Boston Latin Academy |
| 12. Simmons College | 26. English High School |
| 13. Mass. College of Art | 27. Boston Latin School |
| 14. Beth Israel Hospital | |

MAP 3 Institutional Uses



5. Kenmore Square/Audubon Circle

The Kenmore Square/Audubon Circle sub-area is a major commercial center as well as the focus for much of the campus of Boston University. As part of an ongoing process, Boston University has set up a University-Community Task Force to deal with University-Community relations. The sub-area is bounded by Massachusetts Avenue to the north, the Boston University Bridge to the south, Brookline Avenue to the east, and Storrow Drive to the west. Neighborhood interest and concerns include (1) the provision of adequate parking without the further congestion of the local streets; (2) the regulation of licensed commercial uses; and (3) the stabilization of housing opportunities for low and moderate-income tenants.

Table 1, on the following page, outlines the characteristics of each sub-area in terms of physical structure, institutions present, neighborhood associations, current projects, and interests/concerns of the neighborhood.

Table 1

Characteristics of the Sub-Areas

<u>Sub-Areas</u> <u>Characteristics</u>	<u>Mission Hill</u>	<u>Longwood</u> <u>Medical Area</u>	<u>East Fens</u>	<u>West Fens</u>	<u>Kenmore Square</u> <u>Audubon Circle</u>
Physical Structure	<ul style="list-style-type: none"> o Primarily residential o Mostly 2-3 family homes and small apartment houses. 	<ul style="list-style-type: none"> o Primarily educational and medical institutions in buildings of varying heights located in campus settings. 	<ul style="list-style-type: none"> o Primarily residential area containing mostly apartments (average 4 stories). 	<ul style="list-style-type: none"> o Primarily residential area containing mostly apartments (average 4 stories). 	<ul style="list-style-type: none"> o Commercial District. o Numerous licensed, commercial activities. o Townhouse residential area adjacent to Charles River. o Audubon Circle apartments (average 4 stories) area
Institutions (See Map 3 for locations)	<ul style="list-style-type: none"> o New England Baptist Hospital o Harvard Community Health Plan Hospitals o Veterans Administration Hospital 	<ul style="list-style-type: none"> o Harvard Medical School o Mass College of Pharmacy & Allied Health Science o Wheelock College o Simmons College o Emmanuel College o Children's o Brigham and Women's o Dana Farber Cancer Institute o Joslin Diabetes Center o New England Deaconess o Beth Israel o Winsor School o Temple Israel o English High School o Boston Latin School 	<ul style="list-style-type: none"> o Northeastern University o Christian Science Mother Church o Symphony Hall o Massachusetts College of Art o Roxbury Community College 	<ul style="list-style-type: none"> o Fenway Park o Boston University o Boston Latin Academy o Harvard Community Health Plan 	<ul style="list-style-type: none"> o Boston University expansion.

Table 1
Characteristics of the Sub-Areas (continued)

<u>Characteristics</u>	<u>Sub-Areas</u>	<u>Mission Hill</u>	<u>Longwood Medical Area</u>	<u>East Fens</u>	<u>West Fens</u>	<u>Kenmore Square Audubon Circle</u>
Neighborhood and Institutional Organizations		<ul style="list-style-type: none"> o Mission Hill Planning Commission o Mission Hill and Extension Development Task Forces o Triangle Association o Back of the Hill Association o Neighborhood Housing Services o Roxbury Tenants of Harvard Residents o Brigham Circle Merchants 	<ul style="list-style-type: none"> o Medical Area Service Corporation (MASCO) o Roxbury Tenants of Harvard Residents 	<ul style="list-style-type: none"> o Fenway Civic Assoc. o Fenway Community Development Corp. o Symphony United Neighborhoods o Massachusetts Ave. Merchants o Boston Fenway Program 	<ul style="list-style-type: none"> o Fenway Civic Assoc. o Boston Fenway Program 	<ul style="list-style-type: none"> o Bay State Road Civic Association o Bay State Road Neighborhood Assoc. o Kenmore Association o Boston Fenway Program o Audubon Circle Neighborhood Assoc.
Projects		<ul style="list-style-type: none"> o Mission Hill Main and Extension improvements o 706 Huntington Ave. o Brigham Circle commercial area improvements 	<ul style="list-style-type: none"> o Longwood North doctor's office/garage project. o Children's Hospital replacement bed addition. o Brigham and Women's ambulatory building and garage. o Children's Inn expansion. 	<ul style="list-style-type: none"> o Recent substantial improvements including street and alley upgrading, renovation and development of housing, and commercial projects as part of the Fenway Urban Renewal Plan. 		<ul style="list-style-type: none"> o Boston University Bookstore new stores, signs, trees, planting

Table 1
Characteristics of the Sub-Areas (continued)

Sub-Areas Characteristics	Mission Hill	Longwood Medical Area	East Fens	West Fens	Kenmore Square Audubon Circle
Interests/Concerns	<ul style="list-style-type: none"> o Up-grade housing o Stabilize housing opportunities for low/moderate income residents. o Revitalize Brigham Circle commercial area. o Undertake open space preservation projects. 	<ul style="list-style-type: none"> o Adopt policies and construct improvements to facilitate traffic flow and provide adequate parking. o Coordinate institutional expansion projects with area planning goals. 	<ul style="list-style-type: none"> o Stabilize housing opportunities for low/moderate income tenants. o Control traffic congestion and enforce resident sticker program to control commercial parking in residential area. o Up-grade the Fens Park. 	<ul style="list-style-type: none"> o Stabilize housing opportunities for low/moderate income tenants. o Control traffic congestion and enforce resident sticker program to control commercial parking in residential area. o Control intrusion of surface lots. o Promote mixed-use development of underutilized parking lots. o Up-grade the Back Bay Fens 	<ul style="list-style-type: none"> o Provide adequate parking to serve area without further congesting local streets o Regulate expansion of licensed commercial uses o Stabilize housing opportunities for low/moderate income tenants o Coordinate institutional expansion projects with area planning goals.

II. ISSUES OF CONCERN

The primary issues of concern to residents and institutions in the Mission Hill/Fenway/Kenmore triangle focus on transportation matters. They include management of institutional expansion to minimize potential traffic and parking impacts and the need to implement various proposed traffic and public transit improvements. Additional concerns in the area relate to the need for up-grading commercial areas, the provision of adequate housing for students and residents of low and moderate income, the preservation of open space and the review of institutional development projects. Table 1 identified the specific concerns of each sub-area. A more generalized discussion of the issues follows.

A. Transportation

Background

The study area is affected by the traffic and parking problems of a growing city. These problems include increased traffic flow and inadequate parking as well as the localized impacts of specific institutions.

The major regional traffic corridors which service this area -- Massachusetts Avenue, Columbus Avenue, Commonwealth Avenue and the Riverway -- and the major radial streets including Huntington Avenue, Brookline Avenue, Ruggles Street and Park Drive are now functioning at or near capacity. There is a need to understand the traffic flow on these streets, to make projections for additional future growth, and to identify improvements which might be undertaken to minimize the adverse traffic impacts.

In addition to the broad, city-wide traffic and parking concerns, there are a number of local concerns related to: the impacts upon a given area resulting from specific development activities, traffic impacts of existing major facilities, and underutilized surface parking lots.

The New England Baptist Hospital and Brigham and Women's Hospital expansion plans, for example, have been a major source of community concern. The adjacent neighborhoods would like to see both short and long-term measures undertaken to deal with the potential traffic and parking impacts of these developments. Additional institutions such as the Dana Farber Cancer Institute and the New England Deaconess are planning various development activities which will reinforce the need to develop common strategies to deal with potential traffic and parking problems.

In some cases, institutions are planning to construct parking facilities to address a shortfall in parking demand. MASCO, Northeastern University, New England Baptist Hospital, the Red Sox, have all discussed at one time or another the possibility of building parking facilities. These projects could be beneficial if undertaken in concert with other measures to minimize the traffic and parking impacts and up-grade the area.

The numerous surface parking lots located throughout the Mission Hill and West Fenway area serve the needs of employees working in the adjacent institutions. However, some of these lots may not exhibit the best use of land and should be considered for mixed-use development of housing, office, and parking within the context of a plan to address the area's parking needs.

Review of Transportation Improvements (Current and Proposed)

The major radial streets serving the area must be improved if traffic on the inner residential streets is to be minimized. A number of traffic and public transit improvements have been proposed over the years to address the regional access issue in the district. (See Map 4 for locations of proposed traffic/transit improvement projects.) The Sears rotary and Huntington Avenue Phase III are currently being discussed with appropriate State agencies.

Transportation Development Opportunities/Activities

1. Huntington Avenue III:

As currently planned, the Huntington Avenue Phase III project will, by narrowing the sidewalk, provide an additional lane to facilitate traffic flow and improve service on the Arborway line.

2. Sears Rotary:

The Sears rotary improvement will force southbound traffic at Sears to utilize the rotary rather than Brookline Avenue. Since most of this traffic is regional in nature, it is expected that this traffic will continue south along the Riverway rather than return to Brookline Avenue to travel south.

3. Brookline Ave./Riverway:

A proposal to make Brookline Avenue northbound and the Riverway southbound is considered as a viable strategy to ease traffic congestion in the Longwood Medical area. This plan needs further analysis and consideration by various public agencies.

4. Longwood Ave. widening:

As development takes place on Longwood Avenue, from Brookline Avenue to Blackfan Street, buildings will need to be set back so that the street can be widened by an additional traffic lane.

5. Ruggles Street:

It serves as a major traffic corridor for vehicles traveling around the perimeter of the City from Boston City Hospital and the Expressway to the Longwood Medical area. The Inner Belt was a proposal for accommodating this flow which, because of its impact, was terminated as a project. Additional studies are needed to come up with a new plan to accommodate this circumferential traffic.

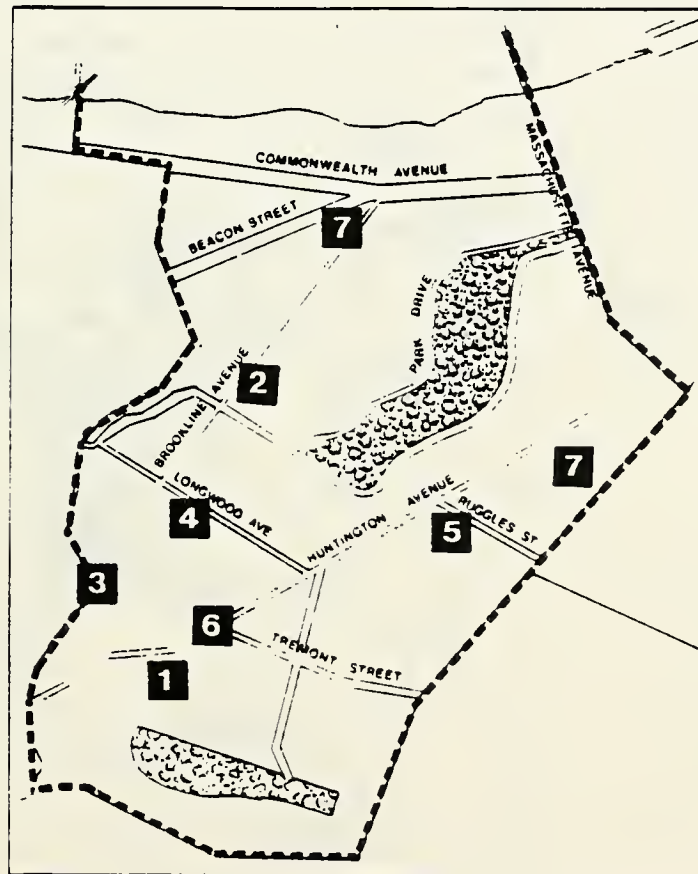
6. Francis Street Improvements:

It is proposed that parking on the north side of Francis Street be removed in front of the new Brigham and Women's garage and Ambulatory Services Building and that the street be re-stripped so that there is adequate width for traffic flow in each direction. Another proposal which will require substantial analysis, would restrict the through flow of traffic on Francis Street.

7. Parking Facilities:

Northeastern University has plans for a five-story, 1,000 space parking garage. The Red Sox also are considering building a parking garage on the site of their current lot.

MAP 4 Proposed Traffic/Transit Improvements



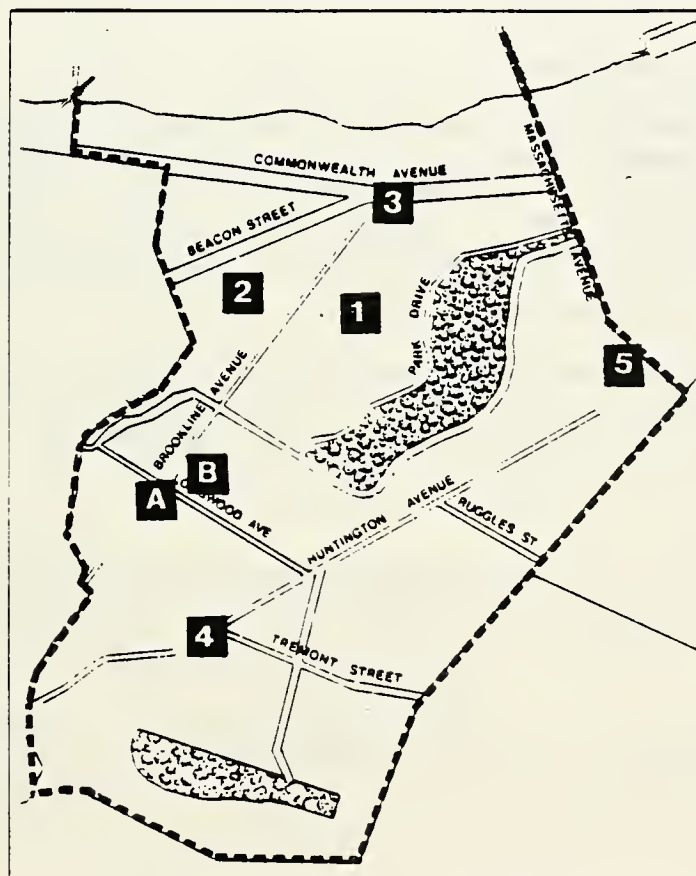
- | | |
|-----------------------------|-------------------------------|
| 1 Huntington Ave. Phase III | 5 Ruggles Street |
| 2 Sears Rotary | 6 Francis Street |
| 3 Brookline Ave./Riverway | 7 Proposed Parking Facilities |
| 4 Longwood Ave. | |

Review of Commercial Improvements (Current and Proposed)

Many groups, public and private, are working toward upgrading the commercial areas in the Mission Hill/Fenway/Kenmore Triangle. Such work might be enhanced by fostering a sense of cooperation and communication among the various organizations working toward commercial revitalization of the area. The vehicle for such cooperation is yet to be determined but may well be contained in the Advisory Committee process in the form of a commercial area sub-committee.

Future activities planned for the upgrading of commercial areas include various projects as listed below which are either under construction or are being considered.

MAP 6 Commercial Development Opportunities/Activities



- | | |
|-------------------|------------------------------|
| A Children's Inn | 3 Kenmore Square |
| B Longwood North | 4 Brigham Circle |
| 1 Boylston Street | 5 Huntington Ave / Mass Ave. |
| 2 Red Sox Parking | |

Under Construction

A. Children's Inn Renovation:

Addition of 32,000 sq.ft. of retail, 30,000 sq.ft. of office space and 82 hotel rooms.

B. 333 Longwood

Recent completed construction of a 500 car garage (net addition of ± 250 spaces) and 75,000 sq.ft. of ground floor retail/office space.

Commercial Development Opportunities/Activities

1. Brigham Circle:

Possible designation of Brigham Circle as a CARD district.

2. Boylston Street:

A number of surface parking lots exist on Boylston Street which are used primarily for Red Sox parking. These under-utilized properties could be developed for a mix of housing/parking and commercial uses as long as there is at the same time a strategy to deal with the area's deficit of commuter parking spaces.

3. Red Sox Parking:

The Red Sox parking lot located on Brookline Avenue and Beacon Street has been considered as a viable site for a parking garage and air rights commercial/housing development.

4. Kenmore Square:

Development of Deerfield/Commonwealth Avenue site for the B.U. School of Hotel Management and Conference Center.

5. Massachusetts Avenue/Huntington Avenue:

Initiation of improvement efforts within the Massachusetts and Huntington Avenue commercial district.

C. Housing

Background

A major concern to both residents and institutions is both the increasing cost and the growing unavailability of housing in the area for long-term residents and employees. This concern is also related to the area's traffic issues. Currently 38% of employed residents in the district walk to work in contrast to 17% for the City of Boston. Housing strategies will have to be developed in order to continue to minimize a reliance on auto access for the journey to work.

Three specific housing issues are of concern to various sub-areas of the district: decrease in the existing supply as a result of Boston University's expansion, disposition and development of the vacant Lahey property for housing purposes, and the initiation of development opportunities which are responsive to residents' concerns.

The expansion of Boston University into adjacent residential areas is an issue that has received increased attention in recent years. The prime concern of the residents in neighborhoods surrounding Boston University is the preservation of affordable housing. As noted previously, the University has initiated dialogue on this and other community concerns through its University-Community Task Force.

Another institution which has affected the area's housing market is the Lahey Clinic. During the late 1960's and early 1970's the clinic purchased a substantial portion of the Back of Mission Hill -- an area bounded by Heath Street and Fisher Avenue -- in order to provide a site for the development of a new clinic. After purchasing the property and demolishing many residences, a decision was made to locate the Lahey Clinic in Burlington. This property remains a prime development parcel. Thus far, Lahey and the Back of the Hill Neighborhood Association and the City have been unable to agree on a disposition plan for the redevelopment of this parcel.

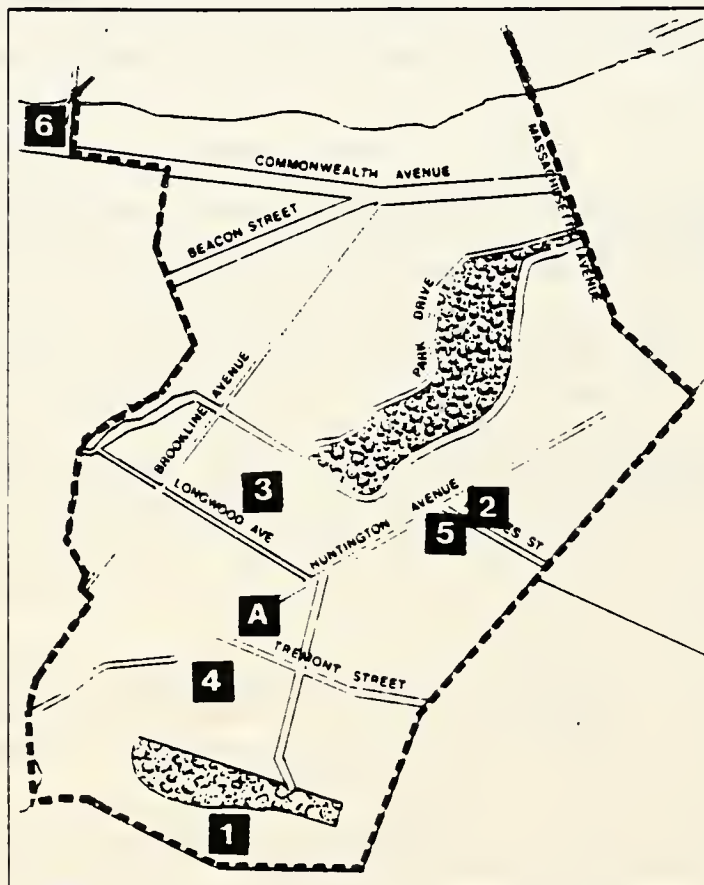
The quarry site owned by Harvard University is a good example of a development opportunity that would benefit from increased dialogue. Thus far, at least two possibilities have been mentioned for the site. (1) housing and (2) open space preservation.

Both the institutions and neighborhood groups have mutual interest in the development of affordable housing. This housing is needed to provide accommodations on campus or in the Triangle district for the increasing number of students and families who need to reside in the area.

Review of Housing Improvements (Current and Proposed)

A number of housing development sites all of which are controlled by various institutions exist within the Triangle District. These locations are identified below. These sites might be used to provide on-campus student housing and/or off-campus residence for employees in the area.

MAP 7 Housing Development Opportunities



- | | |
|-----------------------|---------------|
| A 706 Huntington Ave | 4 Quarry Site |
| 1 Laney Clinic Site | 5 Tavern Road |
| 2 Wentworth Institute | 6 Armory Site |
| 3 Emmanuel College | |

Under Construction

A. 706 Huntington Avenue:

Forty units of rehabilitated housing are currently under construction at 706 Huntington Avenue. The site is owned by Brigham and Women's Hospital and is being developed in cooperation with Mission Hill Neighborhood Housing Services.

Housing Development Opportunities/Activities

1. Lahey Clinic:

Vacant site on back of Mission Hill. The City is presently working with Lahey Clinic on a disposition plan for the property.

2. Wentworth Institute:

Site owned by Wentworth. This site could be leased to an institution in the area for mixed-use housing, parking and retail development.

3. Emmanuel College:

Located adjacent to English High off Avenue Louis Pasteur is a parcel of land consisting of Alumnae Hall and a surface parking lot. A mixed-use development possibly including housing could be considered for this site.

4. Quarry Site:

Harvard University owns, adjacent to Brigham Circle, a parcel of land consisting of an at grade surface parking lot/ shopping center behind which is located a large ledge area. Opportunities exist to preserve a portion of the site as open space as well as develop housing, parking and commercial uses.

5. Tavern Road:

Northeastern University is considering the development of dormitory housing on parcel of land which it controls on Tavern Road.

6. Armory Site:

Assuming the property can be conveyed to Boston University allowing for residential re-use, the University is committed to develop student housing.

D. Institutional Expansion

Background

Because medical and education institutions are conditional uses in Boston, special permits must be sought before the Zoning Board of Appeals (ZBOA) in order to obtain a building permit. As a consequence of this review process, institutions must undergo a lengthy community review of their project before they receive ZBOA and BRA approval.

Major concerns of the residential groups include the expansion of institutions beyond their current boundaries into existing residential areas, the mix of uses and the magnitude of proposed development. Where major changes are proposed, the BRA planning review includes an analysis of the institution's master plan. The Authority wants to be certain that the development is based upon a logical planning process and that the institution and the adjacent area can adequately accommodate the projected growth. A thorough impact analysis is needed for proposals which include additional parking or activities which generate substantial traffic and parking.

Review of Institutional Improvements (Current and Proposed)

The development of institution-related projects currently being developed consists primarily of replacement bed facilities, research labs and parking garages to serve the area's hospitals.

Under Construction

A. Children's Hospital:

Replacement of 280 beds through construction of new in-patient tower.

B. Brigham and Women's Hospital:

Construction of an underground garage for 240 cars and Ambulatory Doctor's Office building of 114,000 sq.ft.

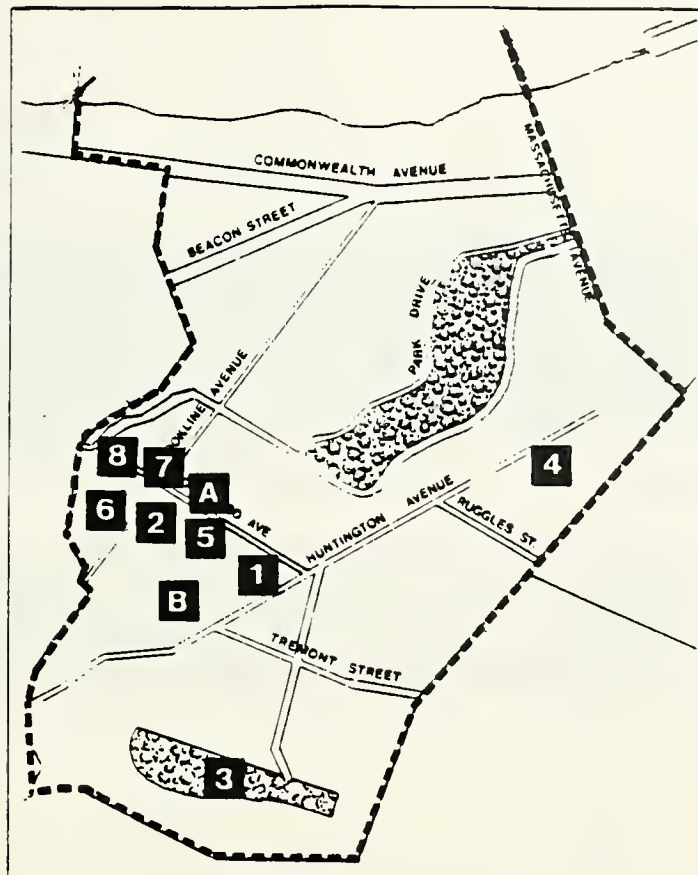
Institutional Development Opportunities/Activities

1. Harvard Medical School:

Addition and renovation of medical school to accommodate up-graded teaching facilities.

2. Dana-Farber:

Seven story, 100,000 sq.ft. addition including ground floor retail, research and office space.



- | | |
|--------------------------------|----------------------------------|
| A Children's Hospital | 4 Northeastern University |
| B Brigham and Women's Hospital | 5 Children's Hospital |
| 1 Harvard Medical School | 6 New England Deaconess Hospital |
| 2 Dana Farber | 7 Mass College of Art |
| 3 New England Baptist Hospital | 8 Temple Israel/Windsor School |

3. New England Baptist Hospital:

Three story, 130 replacement bed addition and renovation to main buildings.

4. Northeastern University Garage:

Development of a 5-level, 1000 car garage will be reviewed as part of the Parcel 18+ Advisory Committee.

5. Children's Hospital Research Tower

6. New England Deaconess Facilities Upgrading

7. Mass College of Art Redevelopment:

The State will be able to dispose of the Mass College of Art property in another 3-4 years when the college is able to complete their relocation to their new facilities at the former Boston State property. Planning is currently underway to develop guidelines for the re-use of the MCA site. Area medical institutions would like to develop shared facilities at this location.

8. Temple Israel/Winsor School:

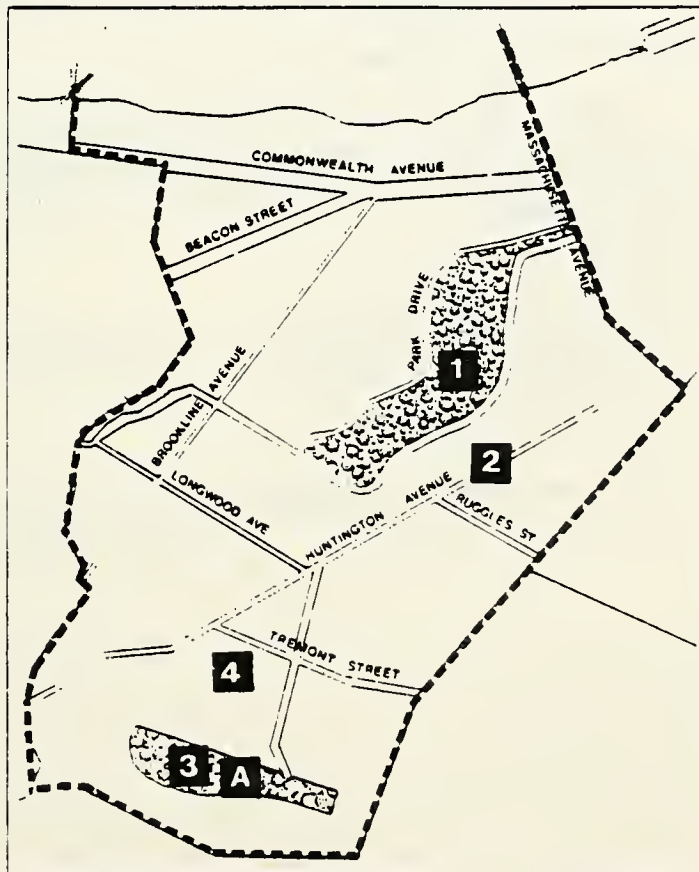
Temple Israel and the Winsor School have reviewed, under the direction of the Medical Area Service Corporation (MASCO), consultant guidelines for the development of their property bordering on Longwood and Brookline Avenues. A mixed-use garage/commercial/possibly housing site is under consideration.

E. Open Space

Background

The Back Bay Fens is one of the City's major open spaces and one of the most important amenities in the Triangle District. In addition to this regional park facility, a number of smaller open spaces are of importance to the community. Two such areas, the field adjacent to McLaughlin Playground and the Quarry site are owned by area institutions (New England Baptist Hospital and Harvard University respectively). Various residents would like to see portions of these sites permanently reserved for open space purposes.

MAP 9 Open Space Improvement Opportunities



- A McLaughlin Playground
- 1 Back Bay Fens
- 2 Open Space Partnership

- 3 Mission Field
- 4 Quarry Site

Review of Open Space Improvements (Current and Proposed)

Under Construction

A. McLaughlin Playground:

A \$365,000 renovation grant provided through the State Land and Water Conservation Fund and the City's Neighborhood Development and Employment Agency is being used to renovate the tot lot and ballfield as well as provide for new fencing and planting.

Open Space Development Opportunities/Activities

1. Back Bay Fens:

Plans are currently being prepared for upgrading the Fens under a special grant celebrating Olmsted's 100th birthday. The \$1 million grant is currently being used in part to retain a master planner who will identify a first phase program. In addition, area institutions such as the New England Deaconess have agreed to maintain portions of the park adjacent to their facilities.

2. Open Space Partnership:

A newly formed public/private open space partnership plans to work with agencies and institutions along the Huntington Avenue, from Massachusetts Avenue to Brigham Circle to upgrade these urban open spaces.

3. Mission Hill Field:

The field located adjacent to the McLaughlin Playground is owned by New England Baptist.

4. Quarry Site:

The quarry site mentioned previously under housing opportunities may also be developed in whole or in part for open space objectives.

APPENDIX V:
MASSACHUSETTS COLLEGE OF ART SITE:
A REVIEW OF DEVELOPMENT POTENTIAL



Massachusetts
College of Art Site:
**A Review of
Development Potential**

Index

Massachusetts
College of Art Site:
**A Review of
Development Potential**

Prepared by Skidmore, Owings & Merrill
for Beth Israel Hospital

March 1987

Beth Israel Hospital wants to thank all those individuals from surrounding institutions, MASCO, and city agencies who have been helpful in gathering data for this planning effort. The objective is to present an exciting concept for the site which will spark response, comment, and discussion. To that end, we suggest that questions be directed to Mitchell T. Rabkin, M.D., President, Beth Israel Hospital, Boston, MA 02215.

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Preface



Beth Israel Photographic Services

This document sets forth some ideas for the future development of the Massachusetts College of Art site at Longwood and Brookline Avenues, at the center of the Longwood Medical Area. These ideas focus on the shared needs of the medical area, its workers, users, and neighbors -- today and in the future. An analysis of the setting for development provides a context for a specific program of shared uses and an early illustrative concept of site development. These ideas, long considered and analyzed, are presented here in anticipation of broad-based review by medical area and community interests.

Beth Israel Hospital has sponsored the publication of this development concept in support of continuing efforts to identify the best possible use and physical design for this site. Stimulating productive comment is the goal. Based upon the outcome of this review process, Beth Israel will submit a more formal proposal for the development through the official channels of the Massachusetts Division of Capital Planning and Operations, which currently controls the site.

Included here are a program of uses, an analysis of the site and its surroundings, and an exploration of urban design guidelines for the best use of the site.



A Focus on Sharing, the Future and the Community,

Development of the Massachusetts College of Art site raises great expectations -- and rightfully so. It is an available parcel at the center of a growing, vital, and evolving medical center of the highest international reputation. It is essential that area institutions continue to stretch the limits of medical knowledge with access to ever-improved facilities for research and development, teaching, and patient care. At the same time, the workers, neighbors, and visitors to the Longwood Medical Area can benefit by the creation of sufficient retail, restaurant, and service facilities important to their daily lives.

In its plan for the development of this site, Beth Israel Hospital has identified a number of key components and goals which go far towards realizing the site's great potential. These include:

- ▶ Shared diagnostic and treatment facilities available to Longwood Medical Area institutions.
- ▶ Support of medical technological advances by increased availability and sharing of new and experimental equipment.
- ▶ A medical learning center -- a greater community resource for public information, education, and counselling.
- ▶ A professional education center for students, graduates, and practicing medical personnel.
- ▶ Retail and commercial facilities responsive to the needs of area workers, visitors, and residents.

- ▶ Essential office and laboratory space in support of Beth Israel's facility plans -- and as a commercial anchor for the more public and costly elements outlined above.
- ▶ A physical point of central orientation for the medical area -- visible, accessible, active, and representing the highest quality design.
- ▶ Easing traffic circulation through intersection redesign and dedication of land for an added lane on Longwood Avenue.
- ▶ Active, safe, and inviting pedestrian spaces.

In summary, appropriate development on the Massachusetts College of Art site will look to both present and future needs of the Longwood Medical area. It will reinforce the leadership role of the Longwood Medical institutions as providers of health care and education for the Boston region, Massachusetts, and the nation. It will provide services for growth in the excellence of research, diagnostics, treatment, education, technological advances, and public understanding and orientation. It has the promise of contributing to regional and local economies through taxes and the provision of new, productive jobs. At the same time it will strive to meet some of the pressing immediate needs of neighboring institutions, assure quality urban design and architecture, and avoid unacceptable demands on area streets and parking facilities.

The redevelopment of this site offers the opportunity to provide the physical setting, shared facilities, and public uses that will create a strong and viable center to the Longwood Medical Area. As such, it can actively support the positive planning initiatives of the last ten years which now include:

- ▶ Cooperative efforts by the area institutions to plan for infrastructure, security, parking, access, and other joint operational systems through the auspices of MASCO, an organization of the Longwood area medical and educational institutions.
- ▶ Installation of a distinctive signage system that delineates the boundaries of the area and the major institutions and facilities.
- ▶ Increased sharing of complex diagnostic and therapeutic procedures. Good examples are the Longwood Medical Area Joint Center for Radiation Therapy, the Longwood Area Program in Neonatology, and the Magnetic Resonance Imaging Program shared among the several hospitals. Improved quality and cost savings are being realized today -- allowing multiple institutions to access and share the most advanced and most expensive equipment.
- ▶ Multi-hospital activities of student and graduate education resulting in combined teaching sessions with a pressing need for better facilities.

- ▶ Joint activities in biomedical research maintaining the outstanding reputation of member institutions -- such as the recently established Center for Research in Gastroenterology coordinated by Beth Israel, Brigham & Women's, and others.
- ▶ Establishment of a general purpose Center for Emerging Technology by Beth Israel, New England Deaconess, Children's Hospital, Brigham and Women's, the Dana Farber Cancer Institute and others in the area -- a collaborative organization devoted to securing both for early trial and for later well-defined use new and expensive diagnostic and therapeutic technology of many types, ultimately accessible to all in a central location.

Beth Israel proposes to utilize the Massachusetts College of Art site in a manner consistent with this continuing theme of cooperation to mutual benefit and to expand upon this concept in a manner which benefits the larger Boston community. -11

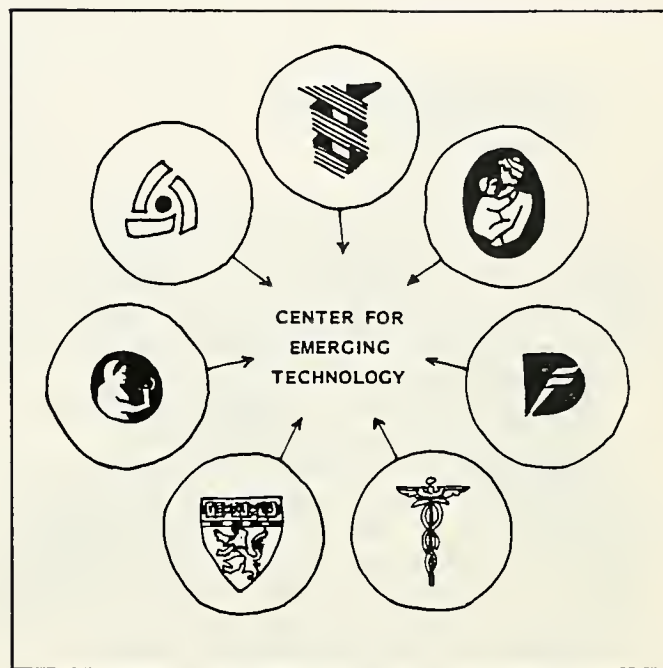
A specific program of uses for the Massachusetts College of Art site is being put forward here by Beth Israel Hospital in the the interest of stimulating discussion and suggestions. The program recognizes the immediate needs of the area and supports evolving trends toward shared facilities, technological innovation, and developing new economies. In addition, the program provides new learning resources for both professionals and the public which will advance the common understanding of disease, health, and medical treatment.

The major components of the uses and estimated areas proposed include:

Center for
Emerging Technology
25,000 Square Feet

The Center for Emerging Technology was created by Beth Israel, New England Deaconess, Children's Hospital, Brigham and Women's, and the Dana Farber Cancer Institute for the purpose of securing new medical equipment for shared testing, development, and use among the institutions. This organization procures equipment the cost of which might be prohibitive for any individual institution, but can be afforded by this joint venture, or whose complexity or frequency of use precludes placement of one in each institution.

In the future development, space could be provided to house up to three or four individual "laboratories" for the Center for Emerging Technology. This work space must feature a flexible design to accomodate varied uses and equipment.



An important aspect of this space will be its use by patients of many institutions. Consequently, its location will be planned to provide easy access for pedestrians as well as cars and ambulances.

Physical components would include reception, work areas, administrative areas, and meeting rooms.

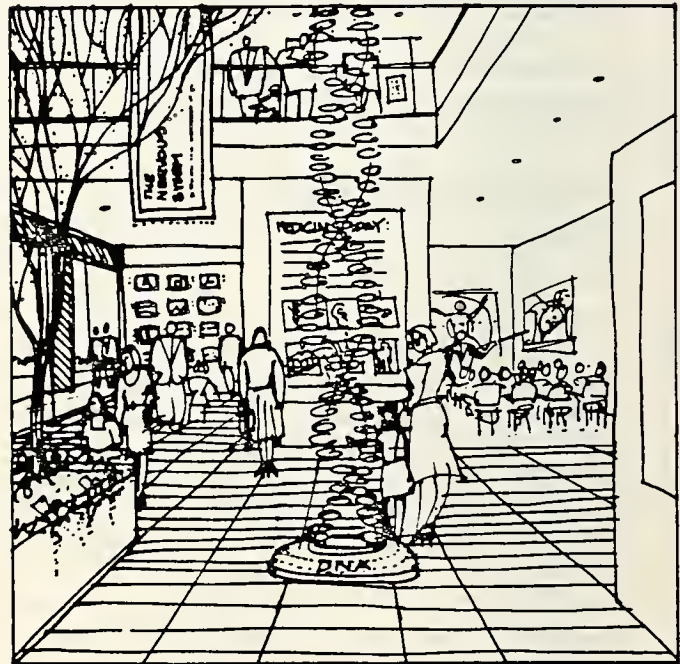
The Learning Center 37,000 Square Feet

Beyond serving the various purposes and needs of the medical area institutions Beth Israel is committed to a new concept which will add to the vigor of the area and the cultural life of the City; improve services provided to patients, family, and a wider public; and contribute new economic vitality to the City and State. Beth Israel proposes the concept of a "Medical Learning Center," a multi-faceted education center serving both the public and the specialized needs of the medical community. It will consist of a public display area, a counselling and information facility, and professional educational facilities.

The public display area will be a small museum in which the public can view special exhibits pertaining to health and health care. This will include interactive learning opportunities through which the public can satisfy their curiosity about basic issues and recent advances in clinical medicine.

Interactive opportunities will also be available for focused education, helping individuals contend with their own issues of illness and health in a manner designed to support their existing relationships with the wider Boston medical community. These will be reinforced with direct counselling opportunities tailored to individual needs and designed to support Boston medicine in general.

Educational facilities would include classrooms, lecture space, an auditorium, and a reading room. These facilities will be used for continuing education programs for health care professionals in the area as well as for presentations to the public. Central and adequate space most appropriate for these needs does not exist in the Longwood Medical Area.

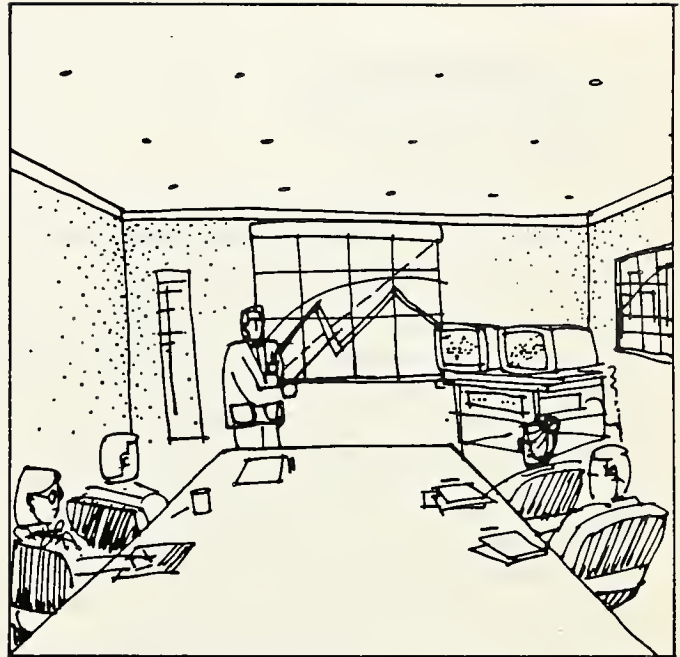


Learning Center

Medical Research and
Development Center
10,000 Square Feet

This new proposed use can be labelled a "Medical Industry R&D Mini-Park." Manufacturers of medical equipment -- laboratory devices, monitors, respiratory machines, radiology equipment, and so on -- typically find it difficult to maintain good ongoing contact with clinical organizations of high competence to foster the clinical testing of their new equipment. There is considerable interest on the part of these industries to maintain small offices and work stations near the medical community in this location to facilitate their interactions with the neighboring hospitals, providing them with a solid basis for testing new equipment and -- most importantly -- affording the hospitals preferential access to the latest in new equipment.

Development on the site would provide space for medical industries to showcase their equipment and perform limited technical work on them. Meeting and office space would accommodate sales and training functions of the businesses.



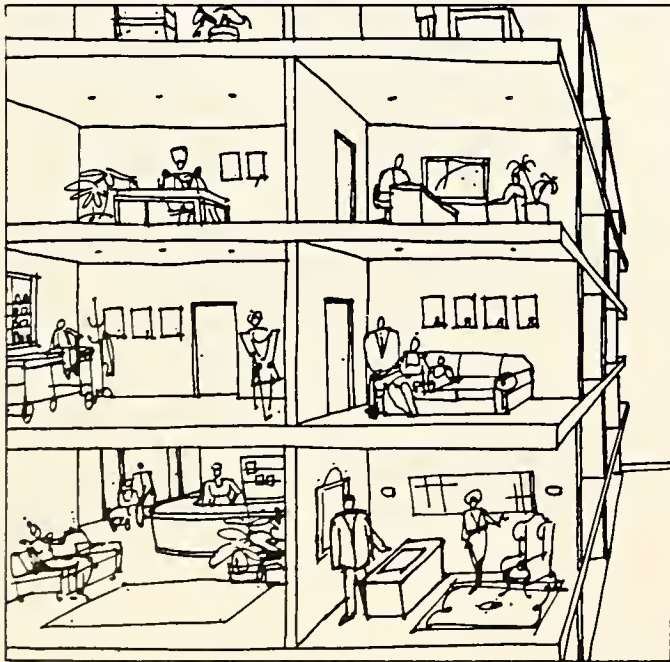
Medical Industry Research and Development Center

Beth Israel Medical Space 130,000 Square Feet

This section of the proposed development will include medical office space providing for ambulatory services associated with Beth Israel Hospital, the most rapidly growing area of activity at today's hospitals. Also included will be clinical and research laboratories and other ancillary functions which will serve both the ambulatory and in-patient facilities of Beth Israel Hospital and will also offer the possibility of sharing with neighboring institutions. When the above uses move to the proposed building, much needed space will be available at Beth Israel Hospital to accommodate better the remaining now-crowded inpatient and ambulatory services and other functions.



Retail/Restaurant Street Edge



Beth Israel Medical Office Space

Retail and Restaurant 40,000 Square Feet

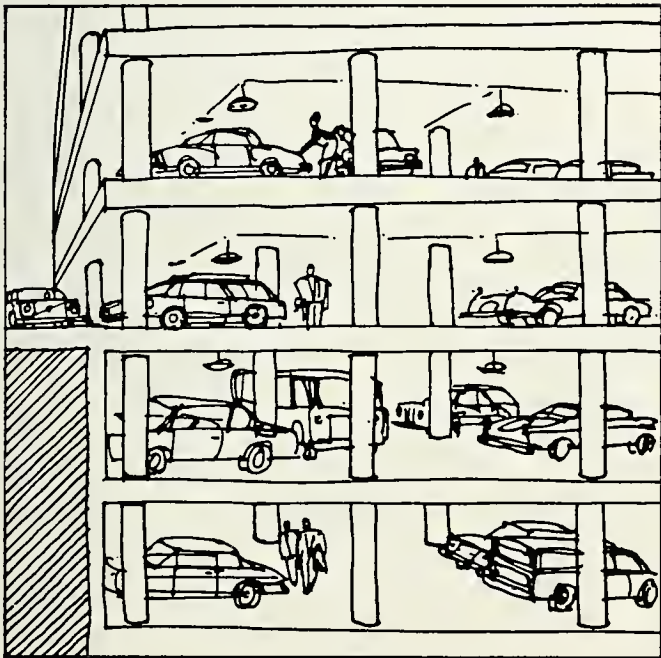
It is envisioned that street level commercial activities will engage the people of the community, both those who work or are involved in patient care in the Longwood Medical Area and those in neighboring communities of the Fenway, Brookline, and Mission Hill. The choice of restaurants, shops, and services awaits further market and other studies. Specialized uses, such as child care, elderly day care, a fitness center, and other opportunities for health promotion also warrant further study.

Studies indicate that the site could accommodate up to 26,000 square feet of retail and related uses and three restaurants totaling 14,000 additional square feet.

Parking

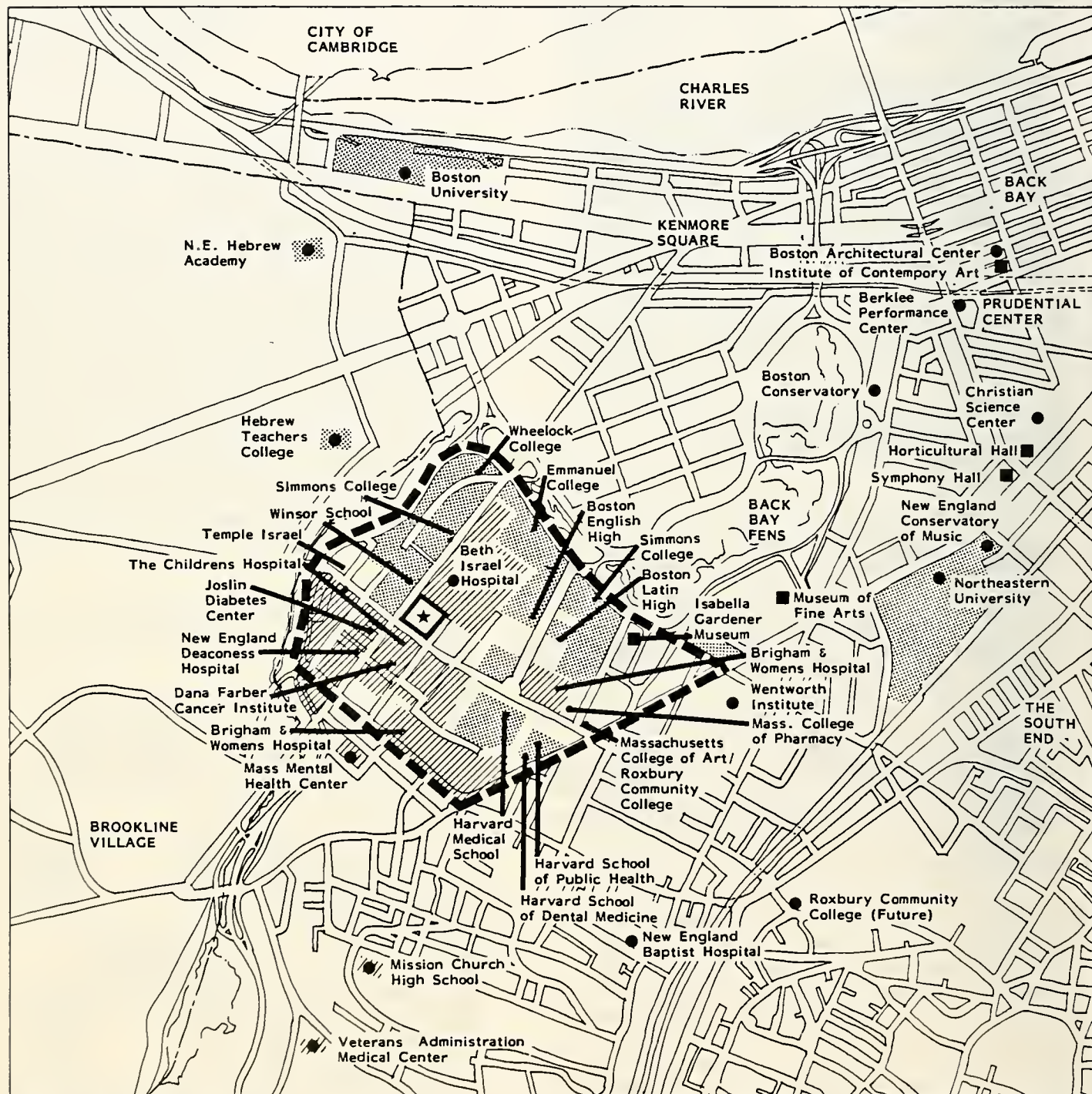
800-900 Spaces

Parking will be provided to accomodate on-site needs and is planned to be located partially below grade and partially in structure along the Binney Street extension. This total will vary with the scale and types of uses that are eventually located on the site, however a range of 800-900 spaces seems appropriate for the program elements discussed above.



Multi-level Parking

SURROUNDING INSTITUTIONS



The site is centrally situated among prominent educational, cultural, and medical institutions.

★ = Site

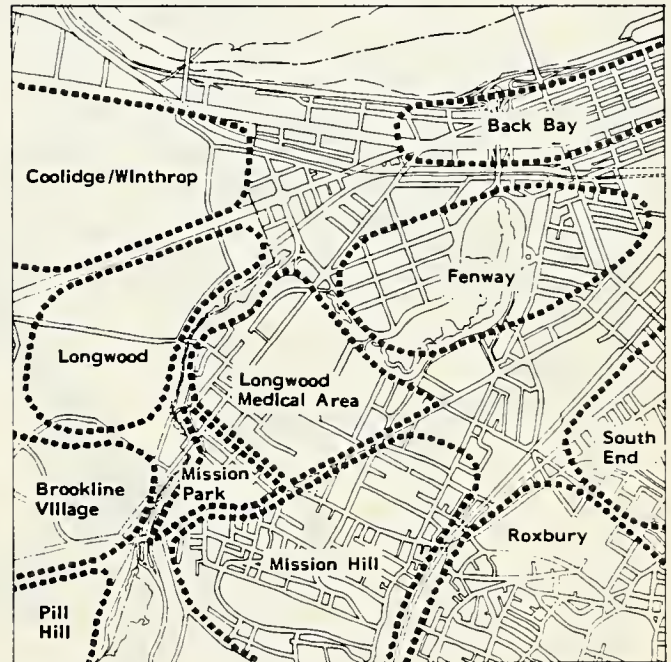
The Site and its Surroundings

It is essential not only to understand the uses to which the Massachusetts College of Art site can be put, but also to appreciate the special qualities and opportunities of this location in order to insure optimal future development. The best way to begin this analysis is to look at the ways in which the proposed use of the site fits into the changing pattern of uses and urban character that make up this area of Boston.

The site is centrally located in an extended area supporting a diverse range of educational, medical, and cultural institutions. Boston University, Northeastern University, and Simmons, Wheelock, and Emmanuel Colleges are all nearby. Outstanding secondary schools are clustered here - Winsor School, Boston English and Latin High Schools. A long list of medical institutions located here have, over time, become identified as the Longwood Medical Area. Cultural facilities including the nearby Museum of Fine Arts and the Isabella Stewart Gardner Museum have also been an important component of this area of Boston.

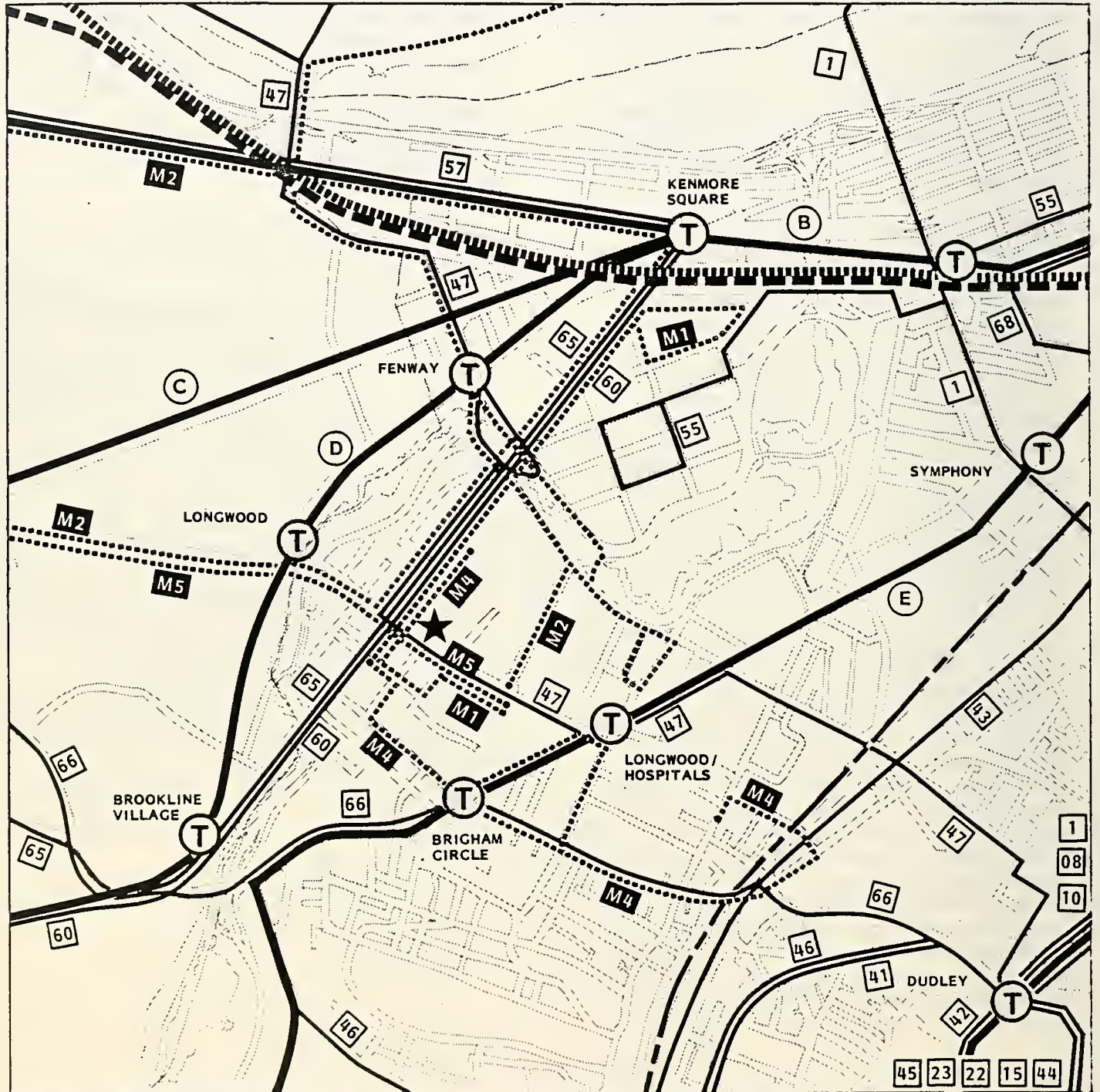
The site is situated at the center of the Longwood Medical Area, at the intersection of the two major avenues which bisect the Longwood Medical Area, and extend into the neighboring districts. Most of the edges of this area are well defined by the Fens which winds through this part of the city. One long edge of Longwood Medical Area is shared with the Mission Hill and Mission Park residential districts. The proximity and relationship of this site to these two areas particularly suggests a need to acknowledge these neighboring districts as well as the nearby Fenway area and the town of Brookline.

Given its central location to both the medical area and surrounding residential districts, it is surprising to note the general paucity of retail uses near the site. Drawing upon the large population that lives, works, and visits in the area, retail uses should be a significant and successful component of site development -- one that makes the Longwood Medical Area more pleasant and convenient.



The site is near the center of Longwood Medical Area, which in turn is surrounded by important neighborhoods.

TRANSIT LOCATIONS

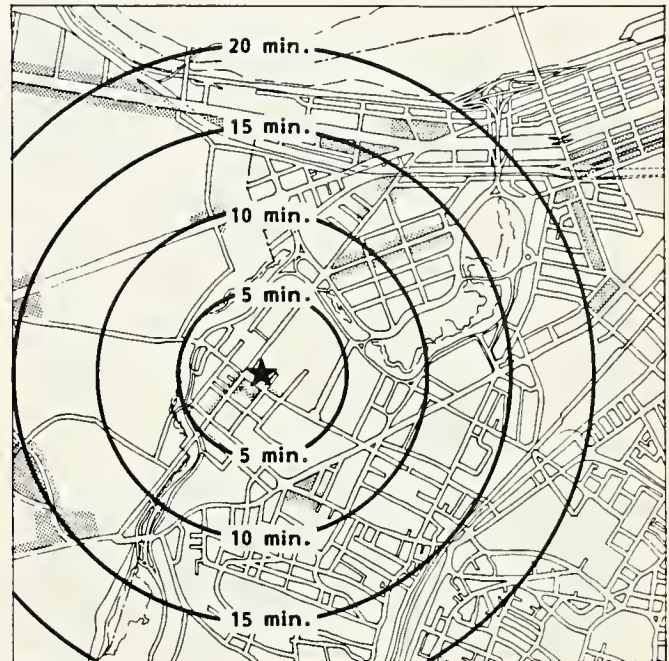


The site is well served by many transit modes and routes.

- Mass Transit** (Solid line)
- Proposed Transit** (Dashed line)
- MASCO Shuttle Bus Routes** (Dotted line)
- Conrail (Amtrak) Commuter Rail** (Thick dashed line)
- Massachusetts Turnpike** (Long dashed line)
- Bus Lines** (Thin solid line)

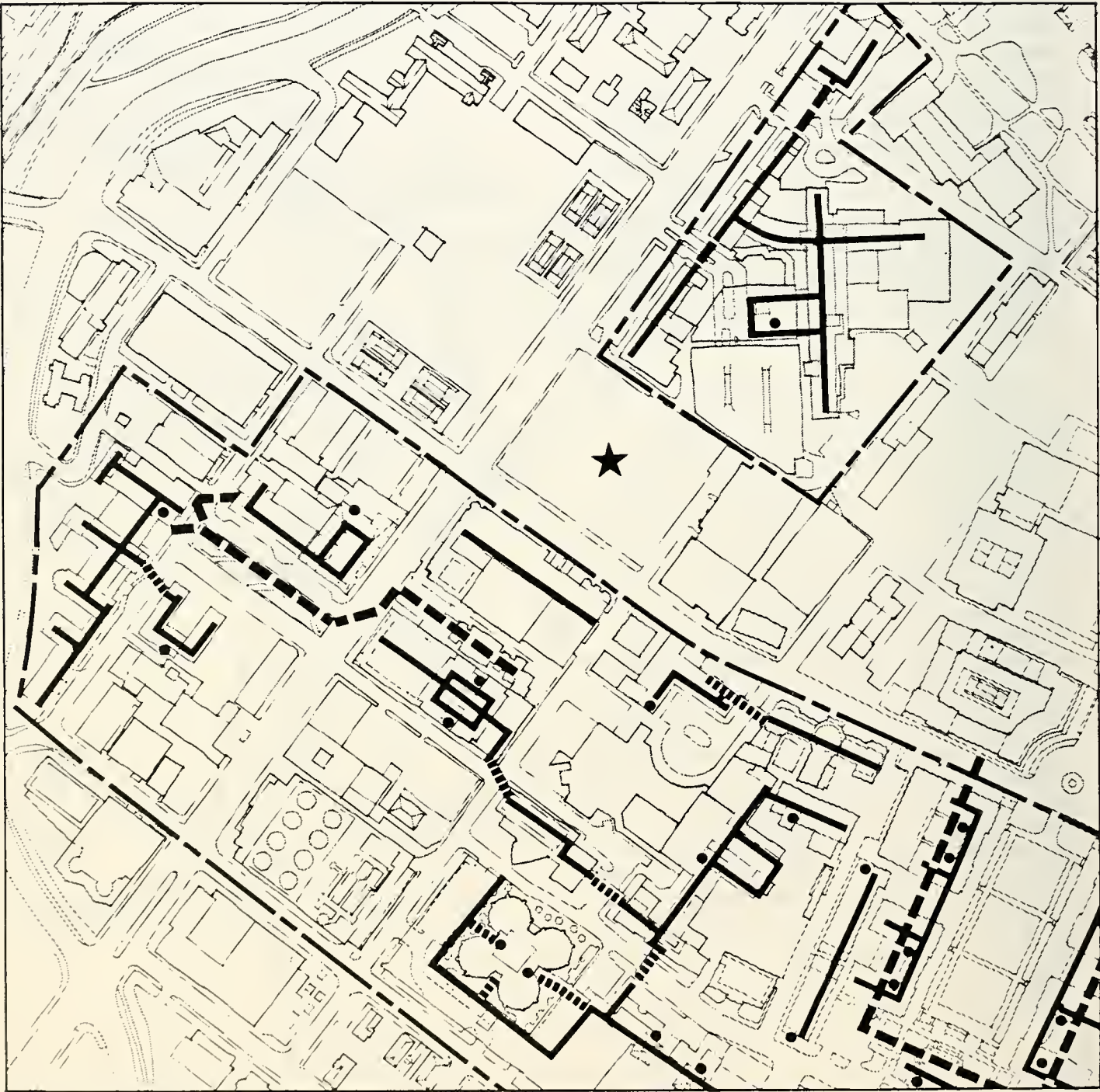
Transportation to, from, and through this area is a major issue affecting development. Substantial challenges exist to improve the effectiveness of the existing roadway network, but the proximity of mass transit opportunities to the site - bus lines and "T" lines, and the Longwood Medical Area shuttle bus - suggest that there are many existing options for serving the transportation needs for new development. Future planning efforts will be undertaken to identify new parking locations at the edges of the medical area in order to improve traffic conditions and maintain necessary accessibility without imposing unduly on surrounding neighborhoods.

In addition to these area-wide influences, this site has its most special and significant relationships to the medical area which surrounds it. Most obviously, it is located at the "100% corner," the identifiable center of the Longwood Medical Area. Less obvious is its position at the center of the major pedestrian networks which serve a vital function in linking the many interrelated hospital activities together. The attached drawing shows how key corridors, tunnels, and elevator cores serve to link an entire system of medical facilities. However, the Beth Israel Hospital pedestrian system is separated from the hospitals to the south of Longwood Avenue by a gap - a gap which could be filled with appropriate pedestrian links in a new development for this site. Such a concept has been agreed upon by all the surrounding institutions.



There is little retail within an easy walk from the site.

INTERIOR PEDESTRIAN CIRCULATION/PATTERNS



The site could provide connection to existing pedestrian systems.

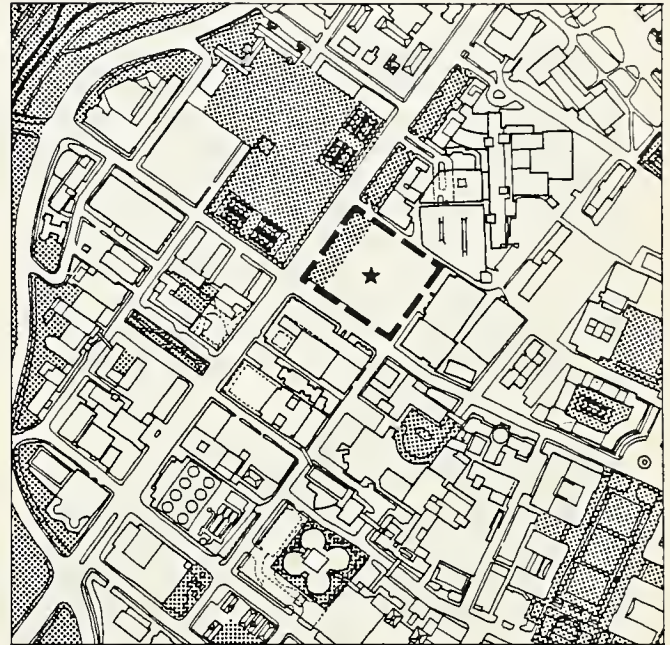
- Thick solid line: Tunnels (usable)
- Dashed line: Pedestrian Bridges
- Solid line: Interior Corridors
- Dot: Elevator Core




Building Density and Open Space

Other characteristics which will affect development on this site include the density of development in the surrounding area and the character and location of green open space.




A survey of existing development densities has been made using the concept of "floor area ratios" (FAR). This concept relates the total gross plan area of development to the size of its site. For example, a building two stories tall that completely covers a site would have an FAR of 2.0. A survey of area parcels revealed that the Longwood Medical Area is an area with significant variety of development density, including some rather dense and large scale buildings.



 Open Space

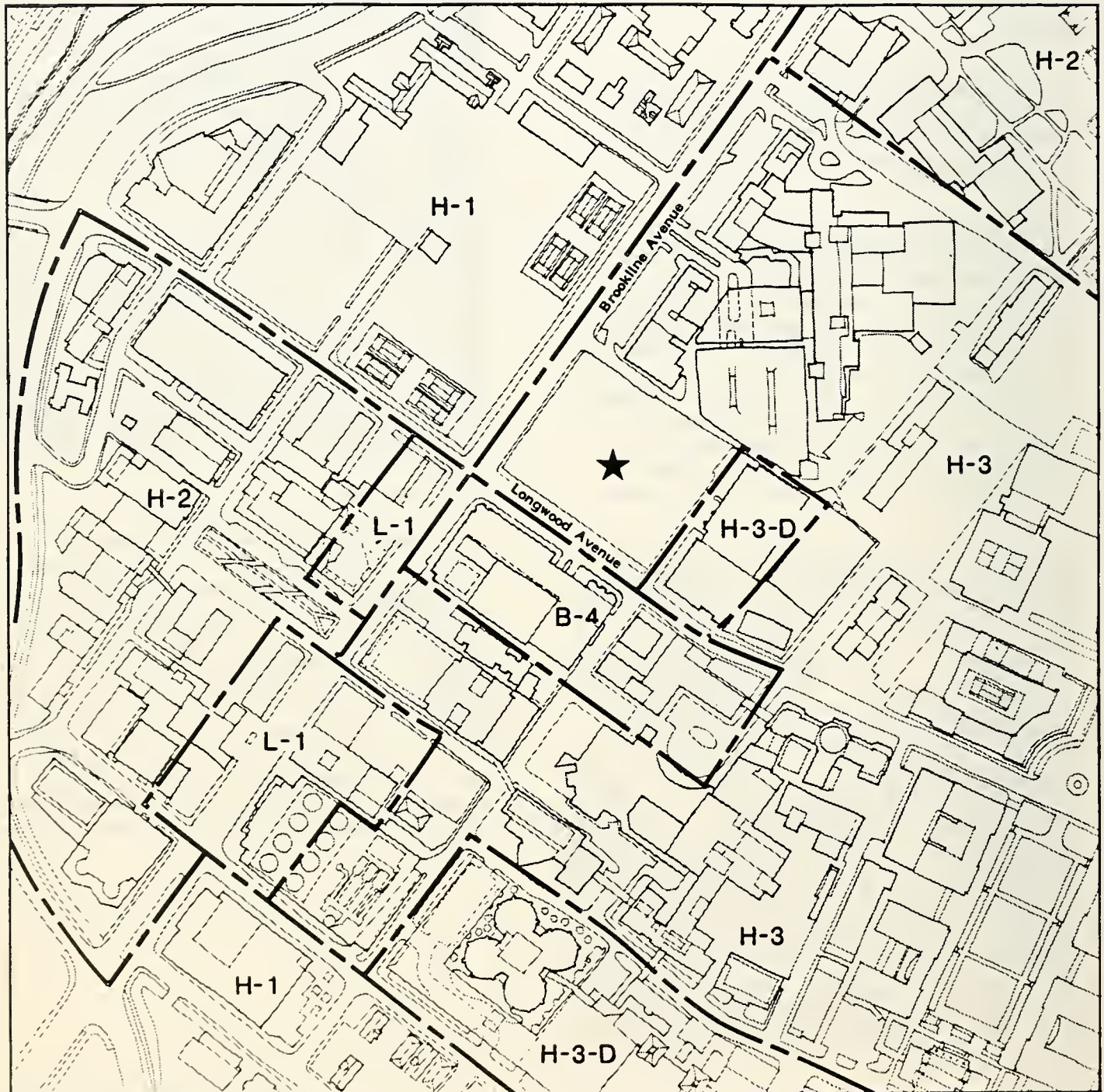


Floor Area Ratio
(Building Area/Site Area)

 High: 3.0 or Above
 Medium: 1.1-2.9
 Low: 0-1.0

As a counterbalance to this density, several underdeveloped spaces provide a needed sense of openness to the area. Consistent deep buildings set back along the northern portions of Brookline Avenue across the entire Beth Israel and Emmanuel College frontage create a pleasant quality that currently extends into the landscaped "front yard" of the site. Across the street from the site, the Winsor School recreational fields create an extensive open counterbalance to the urban character of the developing medical area.

ZONING



The site is currently zoned "H-3".

Zoning Regulations

In order to be successful, future development for the site must not only contribute to its physical surroundings, but also fit the regulatory requirements which affect so many aspects of the development.

The current zoning for the site is listed as "H-3", a zoning designation which has been in place for many years and which includes most of Beth Israel Hospital and many other existing surrounding uses and properties. Most of the uses suggested in this proposal for the site are permitted outright in this zone (museum space) or are conditional uses (medical facilities, office space, laboratories, learning center functions, and parking). The only uses not currently permitted in this zone would be retail shops and restaurants. However, the public agencies strongly support such active public uses and have encouraged retail facilities in other recent developments.

Zoning also governs the density of new development. The Boston Zoning Code currently limits development to an FAR of 3.0 for this zone. Based upon the suggested program for this site and some studies of how it might be physically organized, the Beth Israel proposal would result in an FAR of about 3.6, slightly above the zoning limits and requiring special review and approval of such a change. This FAR is below others in the area, including projects recently approved by the Zoning Board of Appeals.

Because of the use and density inconsistencies with current zoning, a change in the zoning would have to be achieved in order to accomplish the suggested program. Among the processes available, application for a "Planned Development Area" (PDA) seems the most promising. This designation has been used for other nearby developments in order to meet goals not anticipated in the zoning code. Key steps in the process will include city agency and public reviews of the application for a zoning change.

In addition to the reviews required in the PDA process, a separate set of City reviews of the project may be necessary. The proposed zoning amendment called the Downtown Zoning: Interim Planning Overlay District (IPOD) may mandate additional city reviews.

Environmental and Historic Reviews

Further extensive review of the proposal will be required in order to meet the requirements of state environmental regulations. Because of the scale of the project, an Environmental Notification Form and possibly an Environmental Impact Report will be prepared during the course of planning for future development. Both processes will address a wide range of issues to be considered before development approvals can be finalized.

Another step in the regulatory processing will be the review of the potential historic qualities of the existing Massachusetts College of Art building. Because this building has some historic qualities, it is possible that a review process may be initiated by the Massachusetts Department of Capital Planning and Operations involving the Massachusetts Historic Commission. The existing building is considered to be eligible for designation as an historic place, although it is not currently listed on either the State or National Register of Historic Places. However, in view of the limited historic qualities and significant redevelopment opportunities, replacement of the existing building by new facilities seems most advisable at this time.

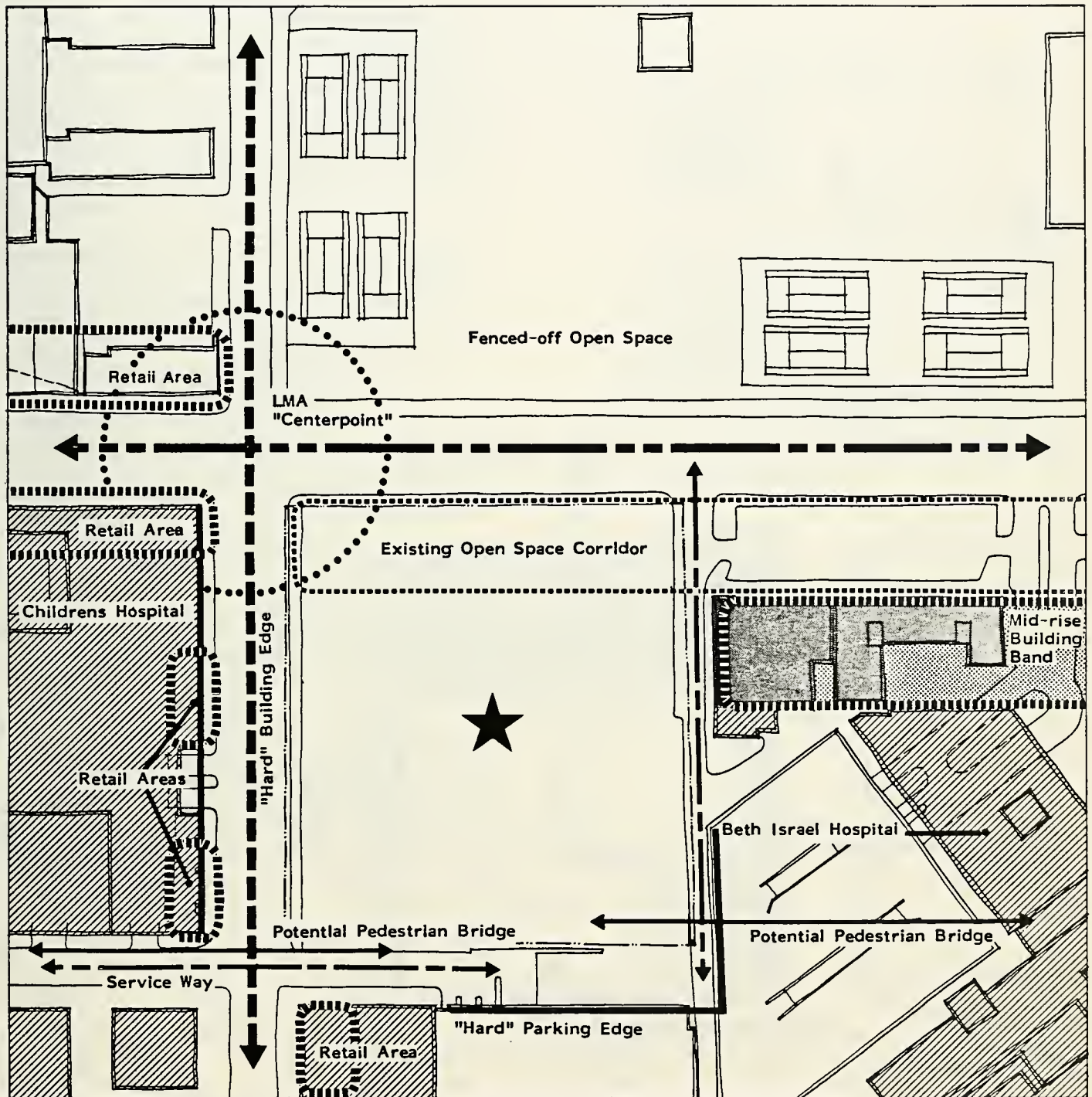
Site Qualities

The next step in assessing the potential for future development is to focus on the very specific issues, opportunities, and constraints that are apparent in the site and its immediate surroundings.

A useful way to understand these site qualities is to begin by examining the influences around the edges of the site. Streets and alleys define the site, each with its own importance. Brookline Avenue is the principal street by virtue of its width, formal character, and traffic volumes. Longwood Avenue is also important, and its intersection with Brookline Avenue forms the effective "centerpoint" of the Longwood Medical Area. Service alleys form the other two edges, with the Binney Street extension taking on an important role because of its function as an important vehicle entrance to existing parking facilities.

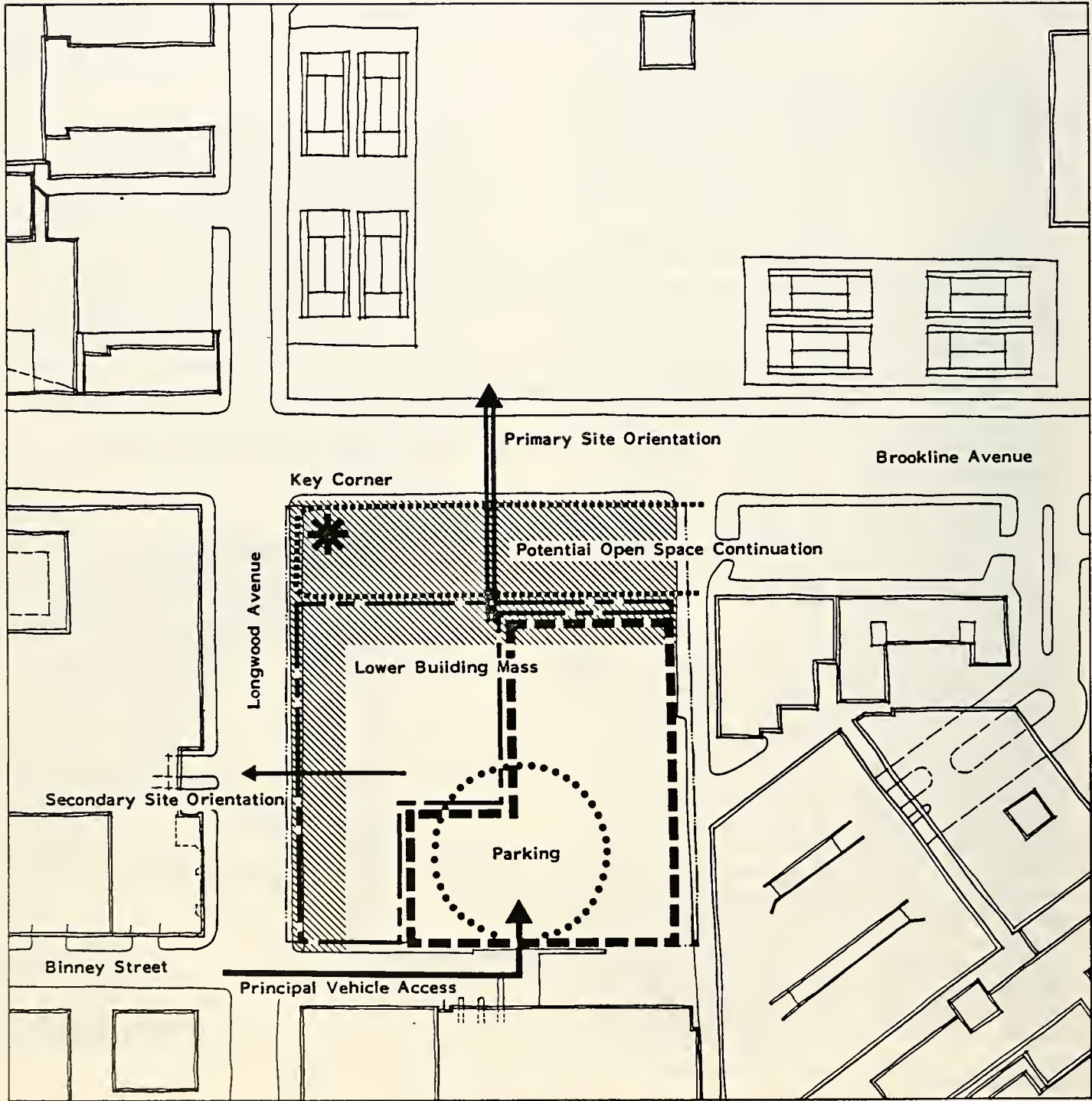
It is interesting to examine some of the use patterns at the site perimeter. At street level, retail uses line portions of both Brookline and Longwood Avenue. Although the pattern of retail uses is not continuous, there are patches of active pedestrian edges to the streets. Large-scale hospital and medical uses border the site on three sides, including Beth Israel and Children's Hospitals, and the medical office building at 333 Longwood Avenue. Across Brookline Avenue is the large but inaccessible open space of the Winsor School. Finally, parking structures bracket the least visible corner of the site, creating a "hard" or uninviting edge for new development.

DESIGN INFLUENCES



The character of the site's surroundings will affect development.

SITE CHARACTER



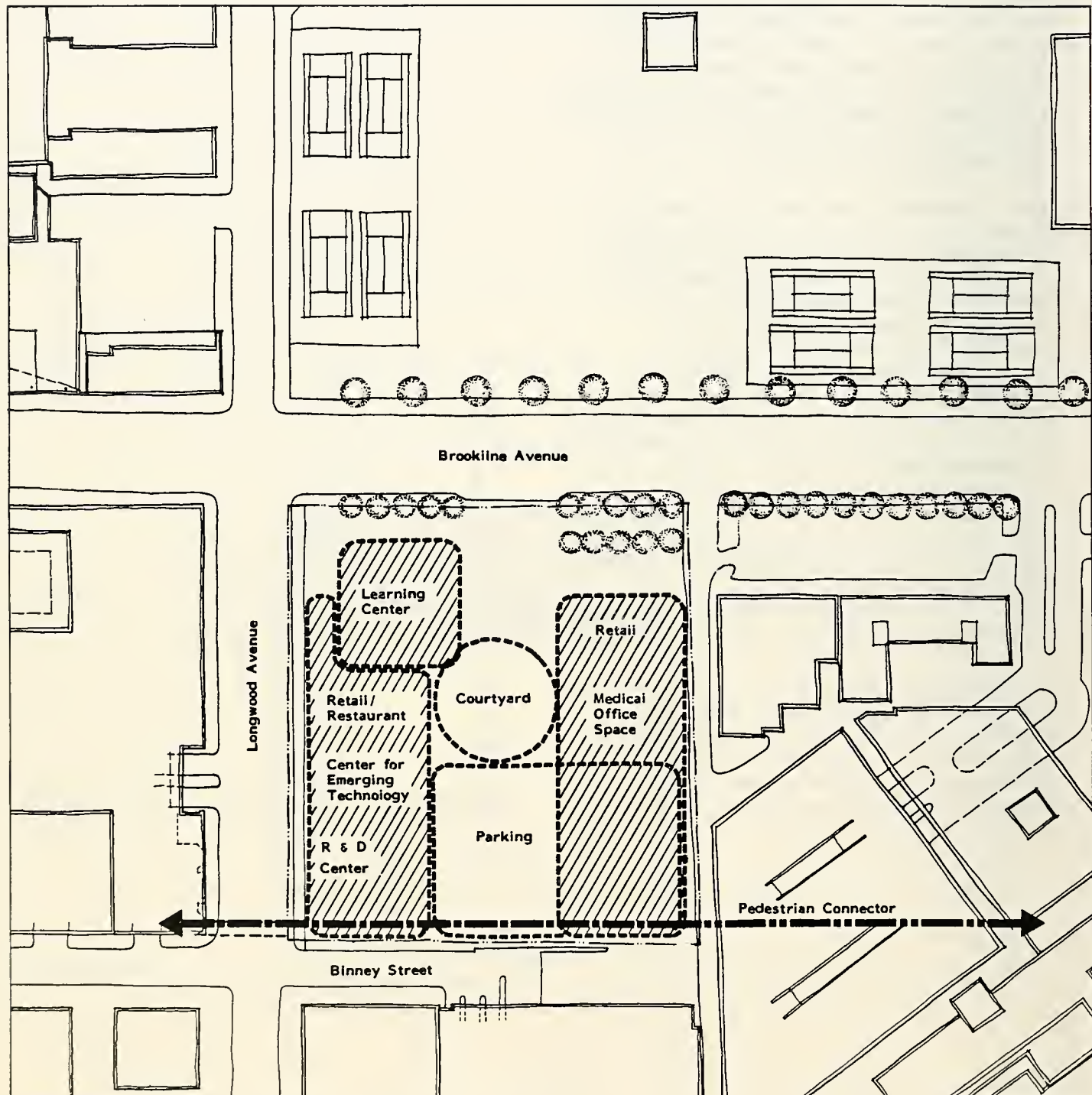
There is a logical organization for future development on the site.

There is a consistent relationship between low buildings and open space along Brookline Avenue that could reach onto the site. Over time, a broad band of open area has been included as frontyards for new development, from the Fenway up to Longwood Avenue. This lends a pleasant, formal quality that might be reinforced by the organization of new development on this site.

Such considerations move the discussion forward to the internal organizational principles for development suggested by the site location and configuration. Generally, lower building masses along the street edges seem appropriate, because of the scale of existing "neighbors", and to help provide a pleasant pedestrian environment. Larger scale elements would logically be grouped toward the remaining corner of the site, which is also the probable location for any above-grade parking. Another organizational principal is orientation; the "front" should face onto Brookline Avenue, with Longwood forming a "side" of the site. Principle vehicle access should take advantage of Binney Street extension, off Longwood Avenue.

While the open space band along Brookline Avenue should probably be extended onto the site, some special recognition of the importance of the corner of Brookline and Longwood is appropriate, and could help form a reasonable termination of this long, green strip.

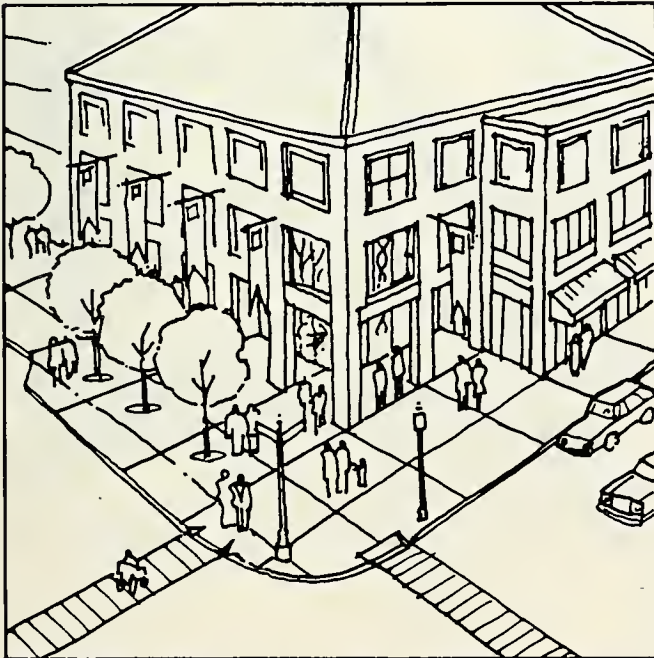
SITE ORGANIZATION



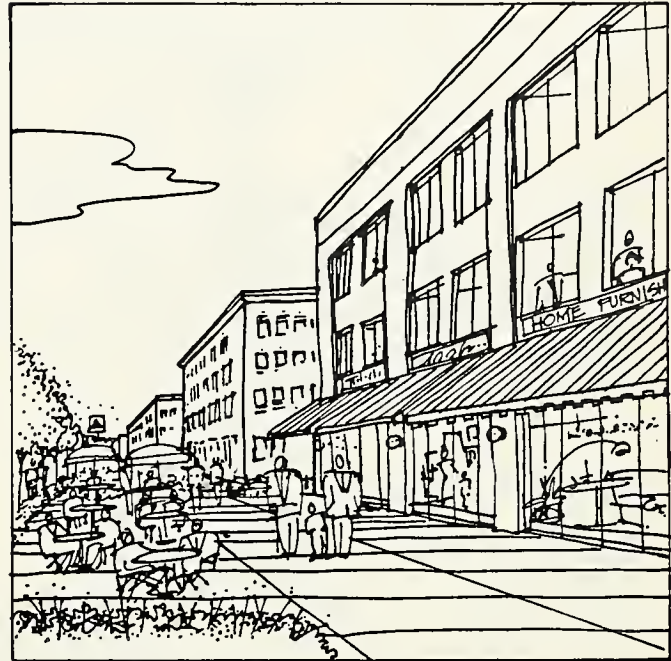
New uses on the site should be organized around a central courtyard, with the most public uses facing the streets.

Potential Site Development

Combining the prospective uses with a thorough understanding of the site and the factors influencing development, an image of an appropriate new development begins to emerge. A medium scale building could accommodate the program, with all of the diverse portions of the new mixed use center clustered around an enclosed open-space symbolizing the "center" of Longwood Medical Center. The Learning Center could be highlighted in a place of special prominence near the corner of Brookline and Longwood Avenues, with displays of current activities visible to passersby at this busy intersection. The sidewalk area would be lined with shops and restaurants which would enliven the pedestrian experience and provide a new more inviting character to this institutional area. A broad plaza would extend along Brookline Avenue, providing a comfortable setback from the busy street.



The Learning Center at the corner of Brookline and Longwood Avenues.



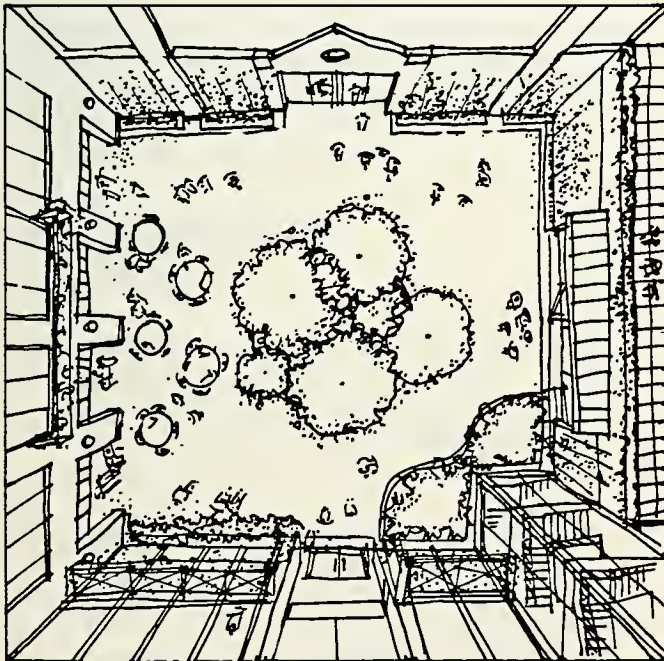
Brookline Avenue looking toward Kenmore Square.

A low, three story base would contain new centralized facilities serving the Longwood Medical Area, linked by pedestrian bridges to Children's Hospital and Beth Israel. The Learning Center, Center for Emerging Technology, and Research and Development Center would become the dominant uses which add character to this building. Further "inside" the site, rising above the lower base, and in scale with its immediate neighbors, the offices and laboratories for Beth Israel Hospital could be built.

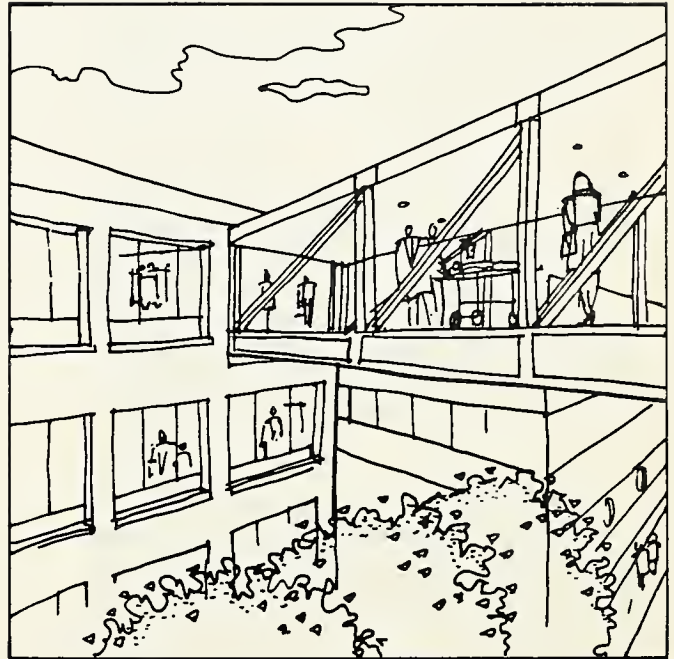
Parking would be provided both underground and in a low structure (four stories) located at the "back corner" of the site.

Such a development pattern would provide a useful and attractive addition to the area. Through provision of retail uses and an exciting new medical museum and interpretive center at ground level, lively new public activity would be added at the core of the medical area. Finally, central learning, research, diagnostic, and treatment facilities could be provided and combined in a new and attractive space - with a common atrium or courtyard at the center of the district.

The accompanying sketches evoke the images that such a new center could fulfill, if properly coordinated and imaginatively assembled.



A courtyard could serve the various new uses.



An overhead walkway would be a practical solution to circulation needs.

Guidelines for Future Development

An initial step toward achieving the ideas brought forward in this document would be the establishment of a set of guidelines for development. These guidelines would be issued and administered by the public agencies which will be making key decisions about site development. To be most successful, these principles or guidelines should be widely supported so it is of great importance that they accurately reflect the interests and viewpoint of the broader community. Consequently, this set of draft guidelines is outlined here for review and comment.

Redevelopment Priorities

Retention of existing structures on site would substantially limit the potential for redevelopment to serve important community needs and should not be a requirement for proposals.

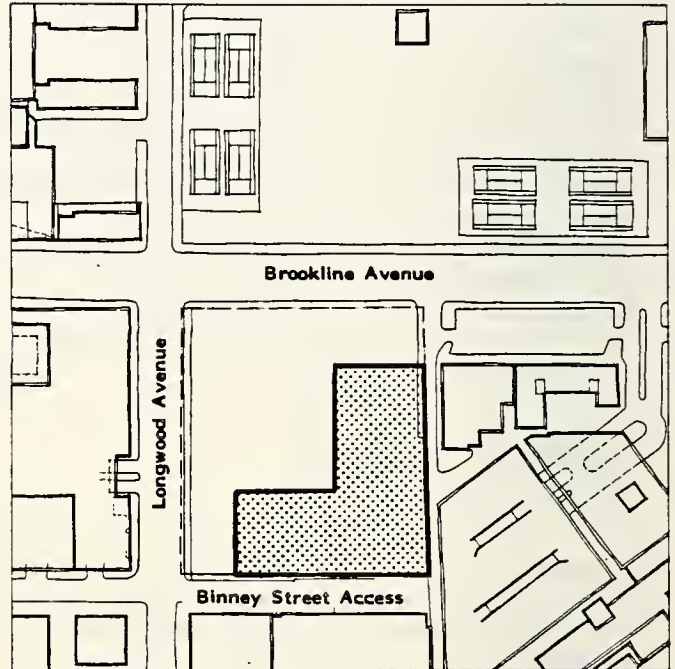
Uses of the Site

- ▶ Most site uses should conform to the medical services orientation of its surrounding area; housing or non-medical office development would best be located elsewhere.
- ▶ Medical or educational facilities shared by the institutions of the Longwood Medical Area should have high priority for this site. In particular, a Learning Center, the Center for Emerging Technology, and a Medical Research and Development Facility should be carefully considered for location here.

- ▶ Facilities designed to inform and educate the public about medicine and health care should also be given a high priority for locating here.
- ▶ Opportunities to encourage new "high-tech" uses should be emphasized. There is an outstanding opportunity to provide centralized new facilities that build on the rapidly advancing technologies of medicine which is a strength of the local medical profession and of great importance to the Massachusetts economy.
- ▶ Even with the current development across Longwood Avenue, additional new retail services and restaurants are needed by the various communities which live, work, and visit in the area; a portion of those needs should be met at this site.
- ▶ All efforts should be made to encourage public transportation access to the site -- especially in peak hours.
- ▶ Parking should be required on the site to meet the needs of its users.
- ▶ A mixture of uses on the site would be most appropriate, given its central location and the many diverse needs for new space that are continually generated by the Longwood Medical Area as one of the nation's prime sites of clinical, academic, and economic activity in health care.
- ▶ Activities which extend into the evenings should be encouraged on the site to help contribute to the security as well as the vitality of the district as a whole.

Scale of Development

- ▶ A moderate scale of development should be allowed for the site, somewhat lower in density than the most heavily developed sites in the Longwood Medical Area. The goal, however, should be to provide for new development which is substantial enough to fit into the general pattern of an urbanized neighborhood. It is also very important that the scale of development be adequate to allow for future revenues that will help justify the extra costs imposed by the mixture of uses and responsive design principles that are desirable for the site.
- ▶ An increase in allowable FAR from 3.0 to 4.0 is recommended. This would increase flexibility for future development, and allow construction of the complex, mixed-use program recommended.
- ▶ A minimum height of three stories should be established for the perimeter of the site along Longwood and Brookline Avenues. This scale will contribute to the continuity of the district, helping to define the importance of this significant corner. This guideline would, for example, not permit a single tall tower to be built on one portion of the site, surrounded by low, one-story retail uses. A building character which integrates uses and provides a continuous "street wall" is far more desirable.

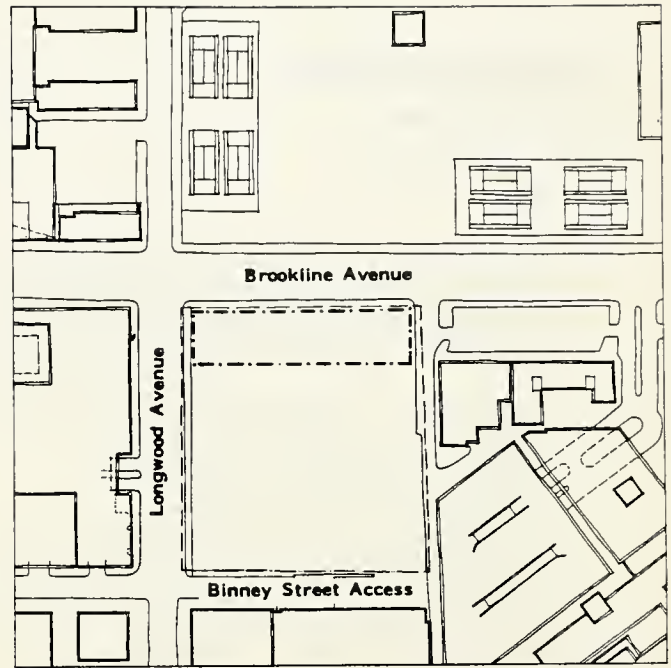


Tall building areas should be limited to the "back corners" of the site.

- ▶ No maximum height limit need be set. Because of the relatively low FAR and the guidelines which distribute a large portion of new development along the site perimeter, very tall structures out of scale with the surroundings will be impractical to develop.
- ▶ Taller portions of new development should be constrained to the "inside" areas of the site. As shown in the diagram, massing of the taller building areas along the shared property lines will conform well to neighboring development, be responsive to solar orientation, and allow for lower scale elements along key pedestrian areas.

Setbacks

- ▶ Development setbacks allowing widening of Longwood Avenue to permit five traffic lanes and allowing a widened sidewalk should be required.
- ▶ A pedestrian arcade along Longwood may be impractical because of the substantial change in grade of the sidewalk along this edge, and should not be required.
- ▶ Widening of the Binney Street extension to allow for improved vehicular access should be a requirement for new development.
- ▶ The building line along Brookline Avenue should substantially conform to the existing setback of adjacent development to the north. However, some portion of the development may project into this space to emphasize the importance of the intersection at Longwood Avenue and to help terminate the long band of green, open space which extends down Brookline Avenue.
- ▶ Care should be taken not to create a dark, unfriendly corridor along Longwood Avenue. Low scale elements and elements which articulate the facade are recommended.
- ▶ The pedestrian walkway should be designed to minimize its visual impact on the Longwood Avenue corridor.



Except for limited areas, a broad, landscaped setback should be required along Brookline Avenue.

Landscaping, Open
Space and Pedestrian
Circulation

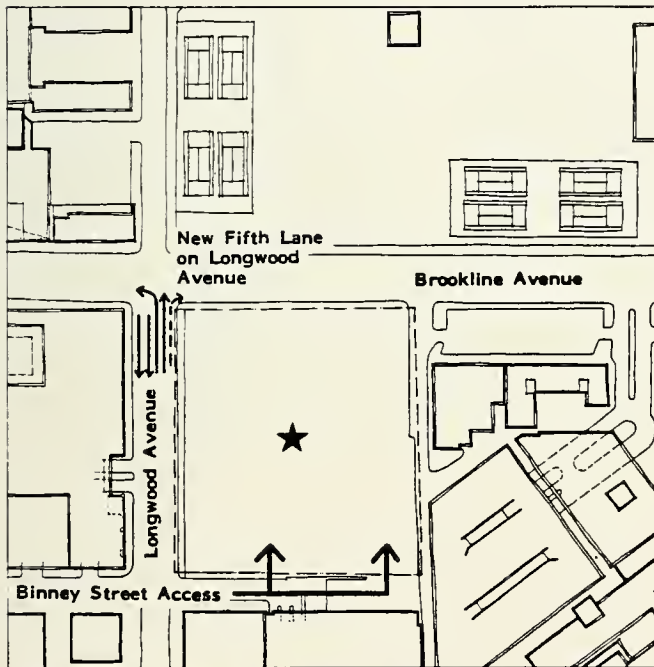
- ▶ The setbacks along Brookline Avenue should be substantially landscaped to help continue the general pattern of green "front yards" along the street.
- ▶ Significant attention should be paid to providing amenities - benches, lighting, plantings, and street furniture as has been done successfully on the Beth Israel site -- which contribute to the pedestrian orientation of the sidewalk edges but do not compete with the needs of future retail uses. These amenities should be similar to other recent streetscape improvements in the Longwood Medical Area.
- ▶ The principal building entrance should be located on Brookline Avenue.
- ▶ A new elevated walkway system should be part of the new development, connecting it to both Beth Israel and Children's Hospital. The height of the connection should be coordinated to minimize level changes and to avoid disruption of the existing Beth Israel parking garage.
- ▶ This walkway system is most likely to occur along the edge of the Binney Street extension, although other locations may be considered.

Architectural
Treatment

- ▶ An additional westbound lane should be added on Longwood Avenue between Binney Street and Brookline Avenue in conjunction with redevelopment at the site.
- ▶ Vehicles entering and exiting the site should be directed to use the Binney Street extension.
- ▶ Loading docks and vehicle entrances for on-site use should also be located in this alleyway.
- ▶ The architecture of a mixed-use facility providing unique and centralized service can be "special" -- noticeably different in character from its immediate surroundings. This is particularly true of uses which invite public access -- a Learning Center, for example.
- ▶ Certain building elements should be "featured" where appropriate -- a glazed atrium or medical museum, for example.

Traffic, Parking and Vehicular Circulation

- ▶ A pick-up and drop-off lane should be added to Brookline Avenue near the main entrance of the new development, to reduce conflicts with other traffic and improve convenience.
- ▶ As much parking should be located below grade as is economically feasible. Above grade portions should be screened from Brookline and Longwood Avenues by other uses.

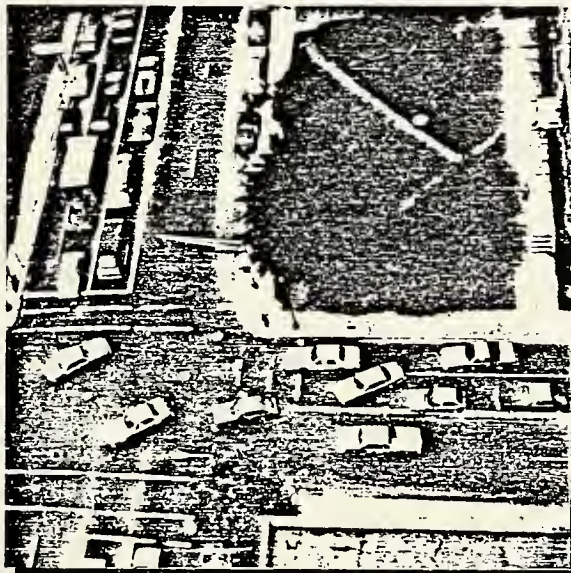
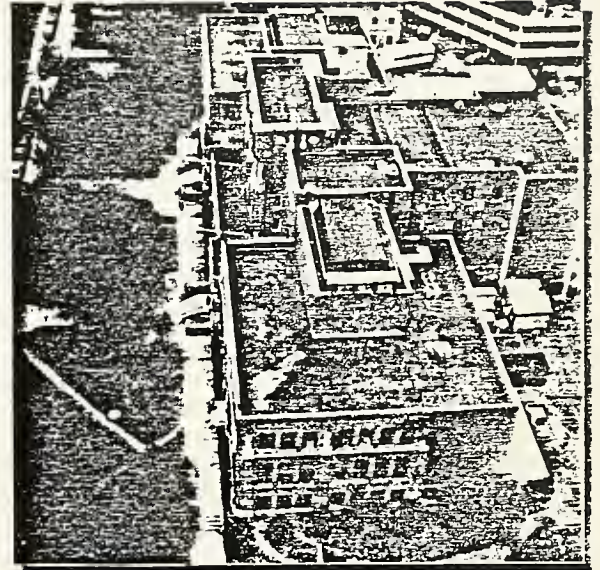


Access and street improvements should be integrally planned with new development.



APPENDIX VI:
DESIGN DEVELOPMENT GUIDELINES
MASSACHUSETTS COLLEGE OF ART SITE





Design & Development Guidelines

Massachusetts College of Art Site

DRAFT

Henderson Planning Group

DESIGN/DEVELOPMENT GUIDELINES
MASSACHUSETTS COLLEGE OF ART SITE

January, 1985

Prepared for the
MEDICAL AREA SERVICE CORPORATION

By the
HENDERSON PLANNING GROUP

DRAFT

RETURN TO:

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Manager, Area Planning

Medical Area
Service Corporation

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617-732-2776

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DESIGN/DEVELOPMENT GUIDELINES
MASSACHUSETTS COLLEGE OF ART SITE

I. BACKGROUND

These design/development guidelines for the Massachusetts College of Art site in the Longwood Medical Area were prepared by MASCO (Medical Area Service Corporation) and its consultant, the Henderson Planning Group, for use by the Massachusetts Division of Capital Planning and Operations during the Chapter 579 process of disposing of the site. MASCO is the shared service organization created and governed by the medical and educational institutions in the Longwood Medical Area.

The guidelines are based upon field inspections of the existing site and buildings, and also include suggestions and recommendations from Massachusetts agencies, City of Boston agencies, and from representatives of many of the institutions in the Longwood Medical Area.

II. INTRODUCTION

These design/development guidelines were created in response to a shared concern on the parts of the Massachusetts Division of Capital Planning and Operations (DCPO), the Boston Redevelopment Authority (BRA) and MASCO that the Massachusetts College of Art site be developed in the most appropriate fashion.

The site is located at the heart of Boston's Longwood Medical Area - a 175-acre complex which contains 6 medical institutions (with over 2,000 beds), the Harvard Medical School, Harvard School of Public Health, Harvard School of Dental Medicine, and several other educational and cultural institutions. These institutions are a major factor in the economy of the Commonwealth - employing over 16,500 persons in the medical institutions and another 4,000 in the educational institutions, for a total area payroll of over \$450,000,000 per year. Total expenditures in the Longwood Medical Area for health care and education are over \$1 billion annually.

Land use, development and transportation planning for this constantly changing complex is a full-time activity, which is coordinated by MASCO on behalf of the area's institutions.

One of the keystones of this planning process for many years has been a commitment by the LMA institutions to accommodate their growth within the boundaries formed by the Riverway and

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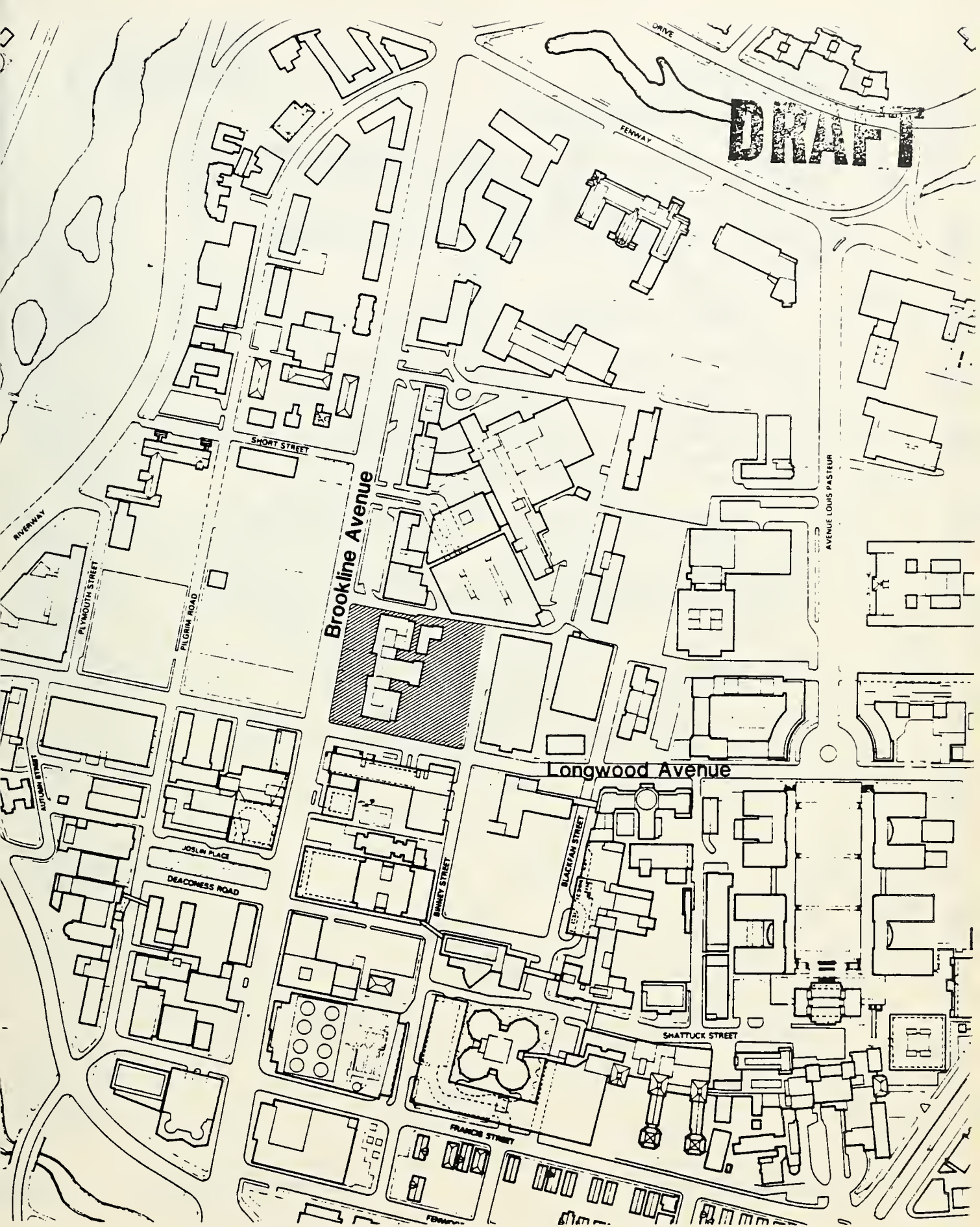
Huntington Avenue rather than expanding into adjacent residential neighborhoods. This precluding of horizontal expansion means that institutional growth must inevitably take the form of greater density and taller buildings within the LMA. It also means that each site which becomes available for development within this "landlocked" area is of crucial importance to the future of the entire LMA and to all of its institutions. In this area-wide context, the importance of the Massachusetts College of Art site is clear.

The site's importance is further increased by its location. It is located at the center of activity in the LMA, and stands at the intersection of the two major streets through the area - Brookline Avenue and Longwood Avenue.

The site's accessibility from all parts of the LMA will be further enhanced by a proposed elevated and weather-protected pedestrian walkway which is under design for an alignment immediately adjacent to the site.

These design/development guidelines have been prepared to ensure that the Massachusetts College of Art site is developed in a fashion which is appropriate to its overall context within the LMA and also responds to the site's specific attributes and assets.

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Area map illustrating the location of the existing Massachusetts College of Art building at the intersection of

III. DEVELOPMENT ALTERNATIVES

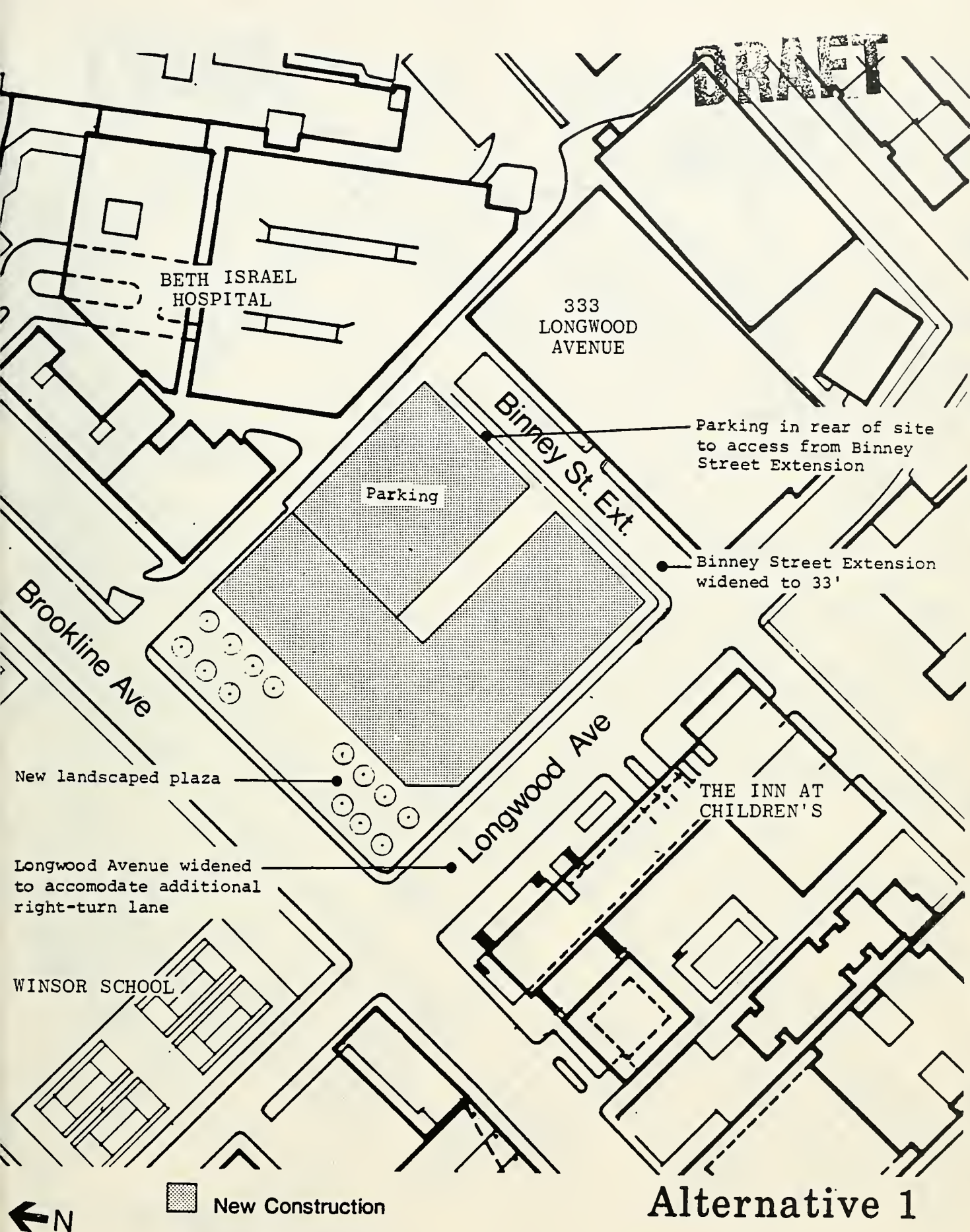
Although it has been widely assumed that the existing building would some day be demolished, the Boston Landmarks Commission and the Massachusetts Historical Commission have suggested that the building, or at least significant sections of it, should be retained. We have therefore addressed four development alternatives for the site:

1. Complete demolition of the existing building and replacement with one or more new structures.
2. Preservation of only the Longwood Avenue and Brookline Avenue facades of the existing building, to be architecturally incorporated into a new structure.
3. Preservation of most of the existing building via extensive rehabilitation, with the addition of a new structure or structures behind it.
4. Preservation and renovation of the existing building, with minimal or no additional space built on the site.

These four development alternatives are illustrated graphically on the following eight pages. Two drawings are presented for each alternative:

- o A site plan illustrating information and guidelines related to site design.
- o A three-dimensional isometric drawing illustrating guidelines related to building massing and design.

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Alternative 1

PLAN

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BETH ISRAEL
HOSPITAL

333
LONGWOOD
AVENUE

5 Floor or 60'
height limit along
Brookline Avenue

Provide for connection
to future elevated walkway

Brookline Ave

Access thru building
to parking and elevated
walkway

Suggested ten foot
setback

Suggested arcade at
ground level

Visual "easement" at
corner of building

Longwood Ave

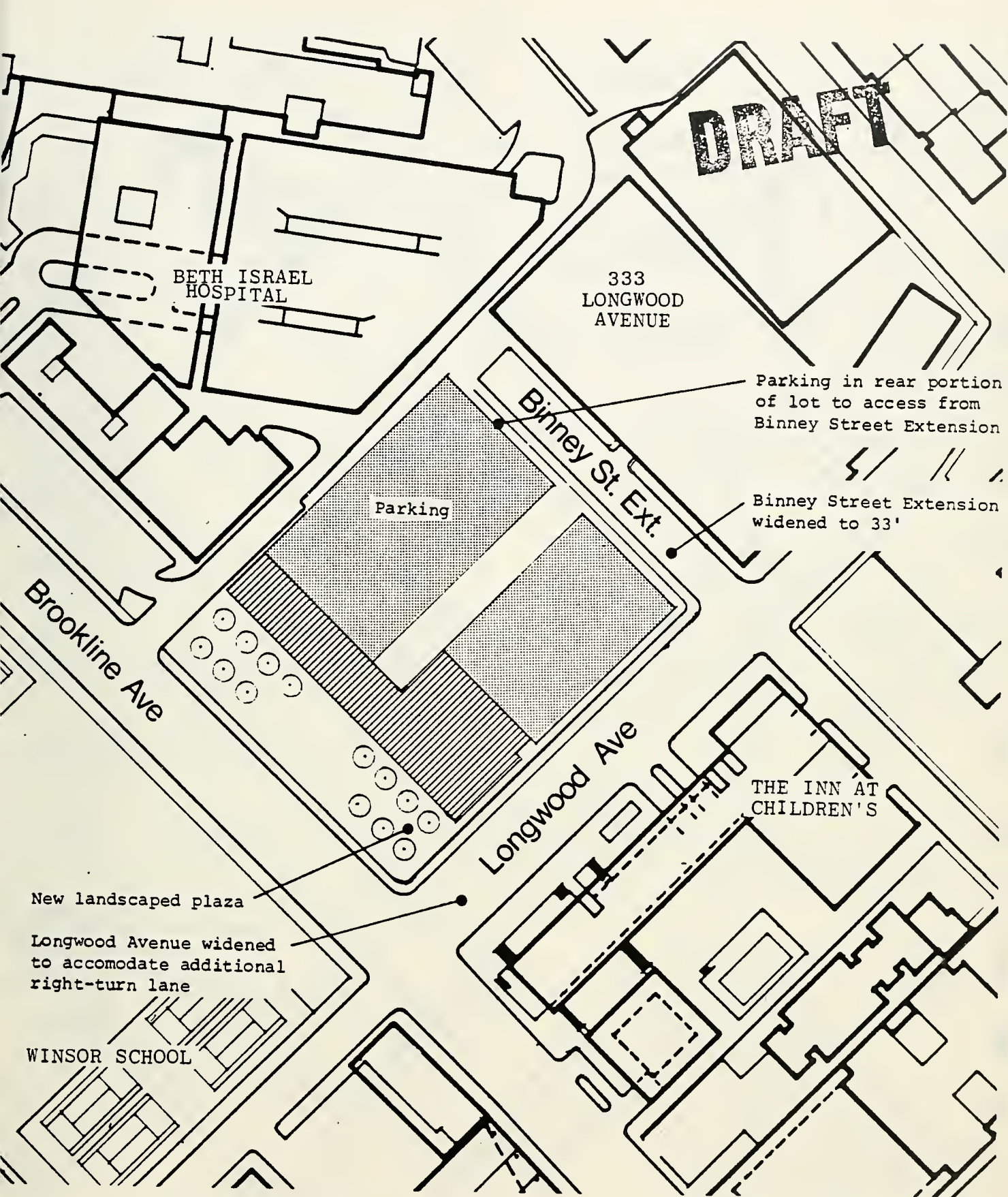
THE INN AT
CHILDREN'S

WINSOR
SCHOOL

← N

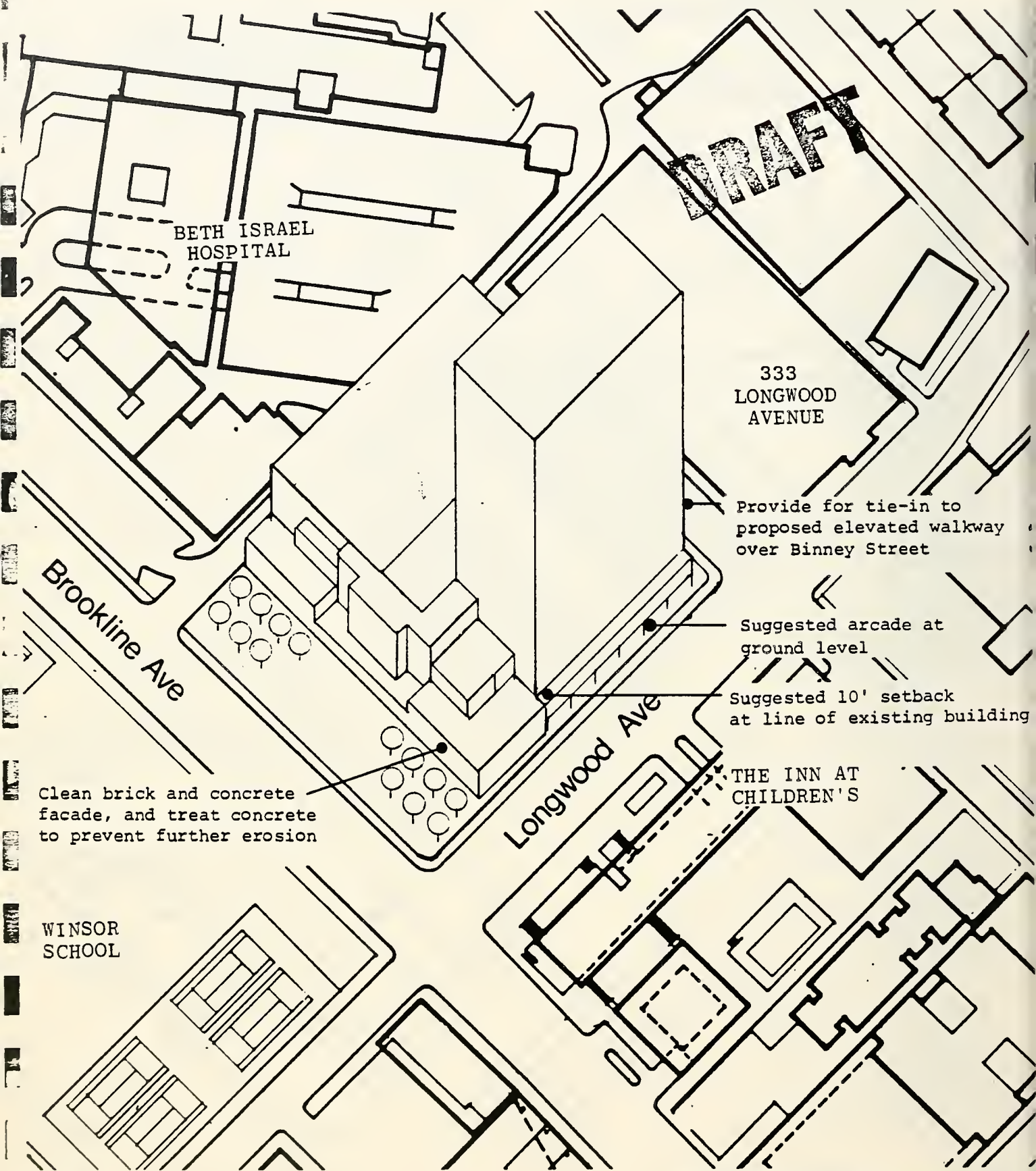
Alternative 1

ISOMETRIC



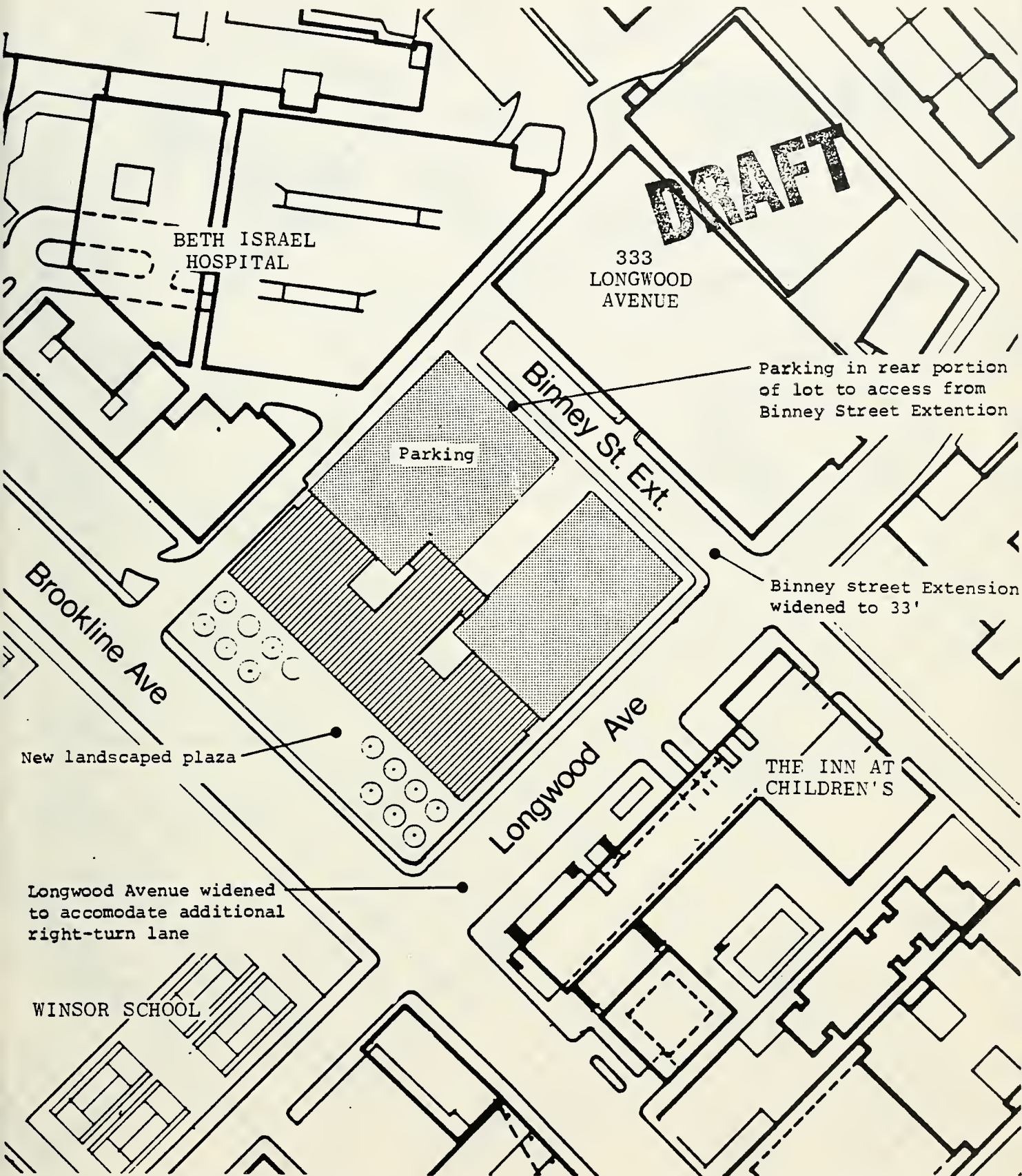
Alternative 2

PLAN



Alternative 2

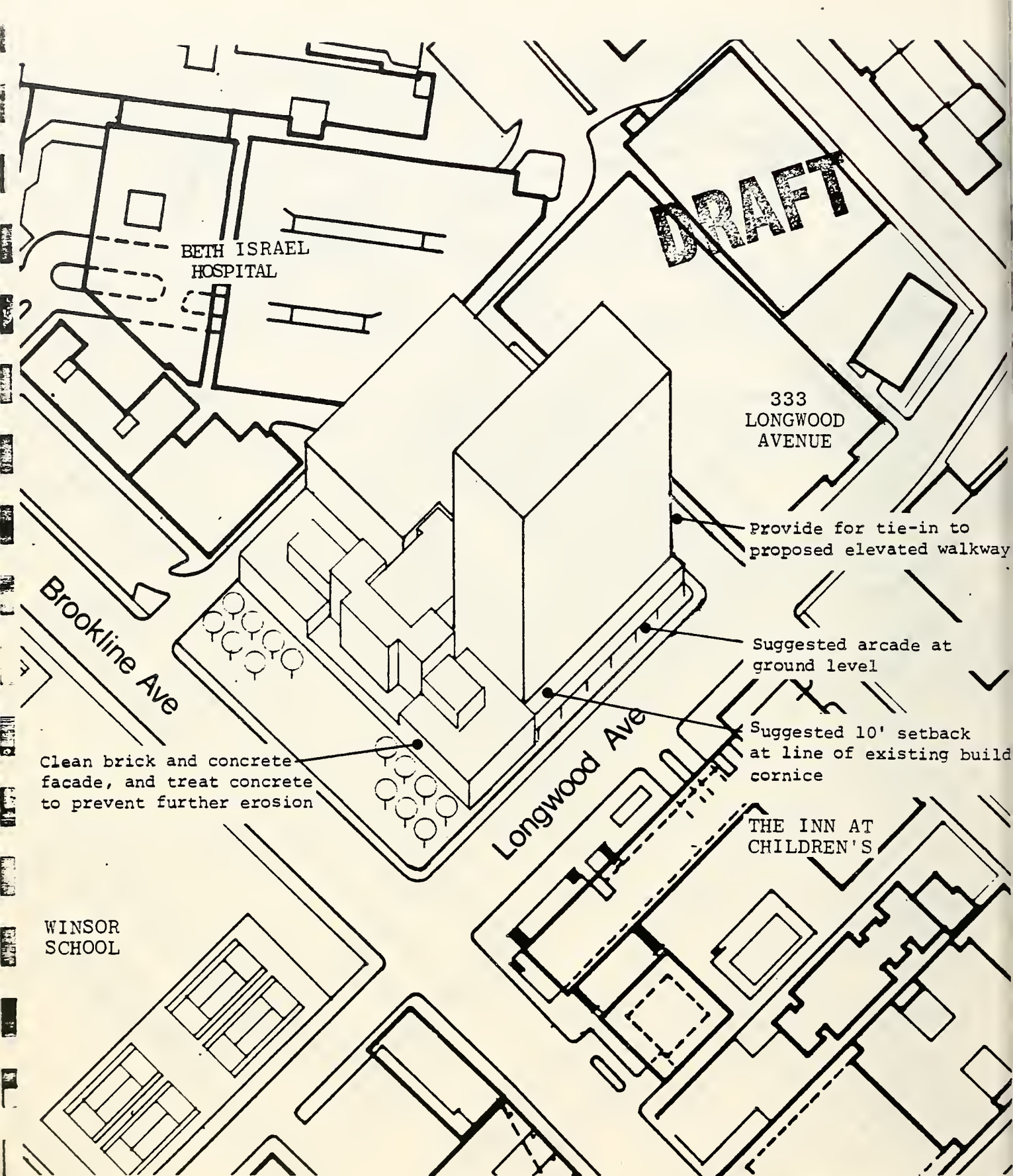
ISOMETRIC



- ← N
- Existing Building
 - New Construction

Alternative 3

PLAN



Alternative 3

ISOMETRIC

DRAFT

BETH ISRAEL
HOSPITAL

333
LONGWOOD
AVENUE

Demolition of out building

Parking access from
Binney Street Extension

Binney Street Extension
widened to 33'

Landscaped buffer between
parking and sidewalk

Surface Parking

Binney St. Ext.

Brookline Ave

Maintain enough width
for access

New landscaped plaza

Longwood avenue widened
to accomodate additional
right-turn lane

WINSOR SCHOOL

Longwood Ave

THE INN AT
CHILDREN'S

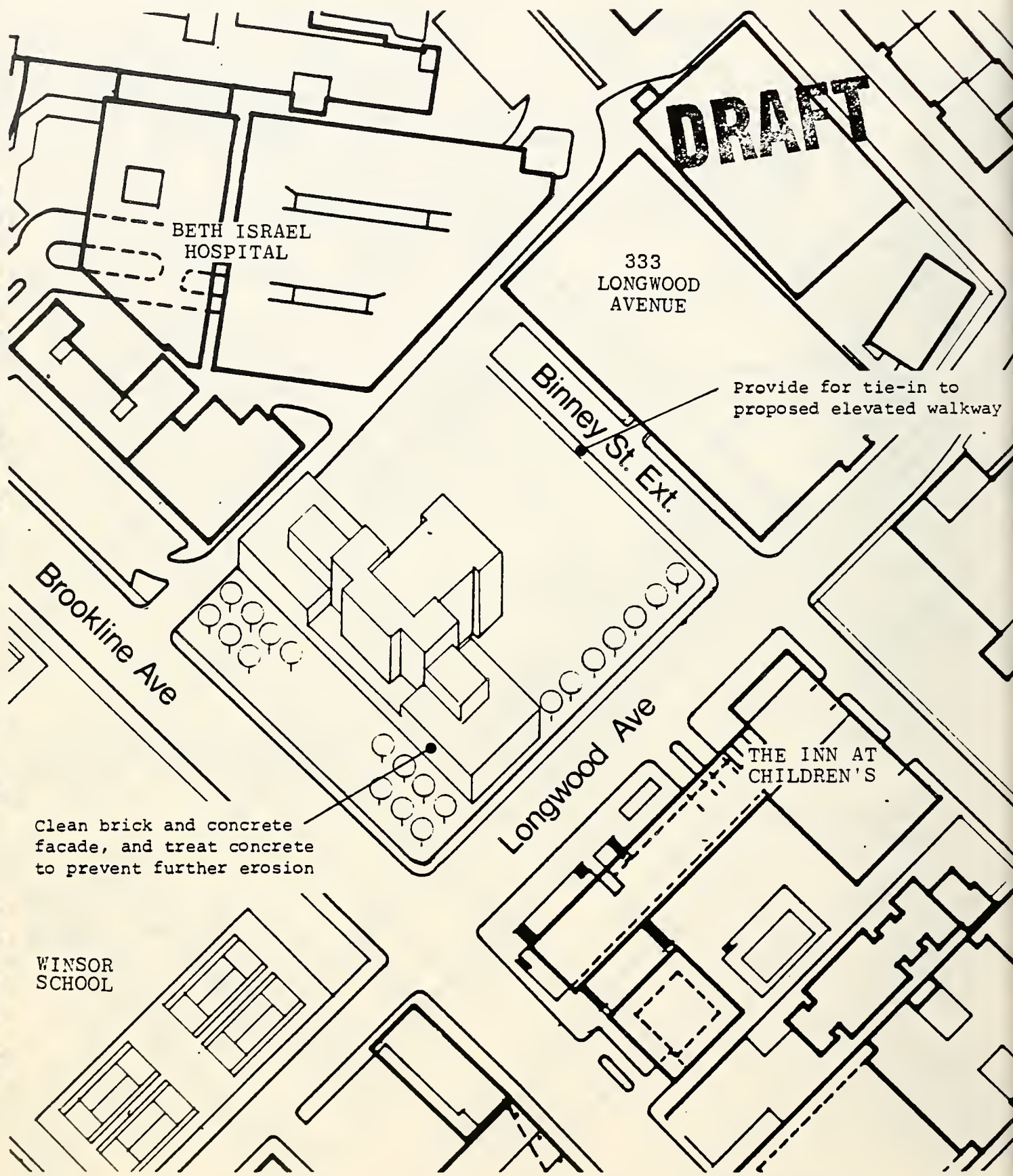


Existing Building



Alternative 4

PLAN



DRAFT

BETH ISRAEL
HOSPITAL

333
LONGWOOD
AVENUE

Binney St. Ext.

Provide for tie-in to
proposed elevated walkway

Brookline Ave

Clean brick and concrete
facade, and treat concrete
to prevent further erosion

Longwood Ave

THE INN AT
CHILDREN'S

WINSOR
SCHOOL

← N

Alternative 4

ISOMETRIC

IV. DESIGN/DEVELOPMENT GUIDELINES

The design/development guidelines for the Mass College of Art site are presented below.

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A. USES OF THE SITE

Four underlying assumptions of the guidelines are:

- o The site's location mandates intensive development, and requires uses which are thoroughly compatible with the existing medical and educational uses in the area.
- o New uses on the site should not be heavy generators of vehicular traffic or parking demand.
- o The site's location at the intersection of Brookline and Longwood Avenues makes it a key focal point for accommodating improvements to both vehicular and pedestrian circulation.
- o Any development must include provision for on-site parking to serve the needs of the development.

A.1 RELATION TO ABUTTING USES

The site is most appropriate for uses which are strongly compatible with existing medical/educational uses in the area.

The site has very high visibility due to its location at the heart of the LMA, and at the intersection of the two major roadways through the area - Brookline Avenue and Longwood Avenue. Development on this site will strongly affect the way in which the entire LMA is perceived.

Furthermore, the site is immediately adjacent to two of the major hospitals in the LMA, Beth Israel and Children's, and will have direct access to others via a new elevated pedestrian walkway.

A.2 RE-USE POTENTIAL OF EXISTING STRUCTURE

The existing building has limited re-use potential due to its design for a highly specific use, and also due to its construction.

The building appears to be of structurally sound fireproof construction, although there is noticeable

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deterioration of the exterior decoration on the facade (which is concrete, not stone), and there are some leakage problems with the roof.

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The re-use potential of the existing building is not limited by the physical integrity of the structure as much as by the extreme difficulty of adapting the interior to new uses. The massive internal terra cotta tile walls make it economically impractical for significant repartitioning, except within the existing studio spaces. The non-continuous floor levels, which are frequently staggered by half-levels, also complicate re-use and would make elevator access to new spaces excessively complicated and costly.

The possibility exists for re-use as a collection of "special uses" which might be fitted into existing spaces, but office, residential, or medical re-use would be difficult and costly.

A.3 MIXED-USE CONCEPTS

The most appropriate use of the site is a mixed-use approach, including active public uses (such as restaurants and retail), parking and landscaped open space at lower levels, and office, research, educational and/or residential uses on the upper levels.

The use of the ground and second floors for retail, restaurants and other public uses can provide the Longwood Medical Area and adjacent residential areas with sorely needed services. The Longwood Medical Area has a daytime population of approximately 40,000 persons, of whom over 20,000 are employees. The introduction of new retail and food services for this population has often been identified by them and by the institutions as highly desirable. The activity which these uses stimulate during the evening hours will also be welcome and will help to integrate the development into the area.

The easy accessibility of the site at street level and via the proposed elevated pedestrian connector increases the desirability and will enhance the viability of such uses.

Other appropriate uses for the lower levels of the building could include semi-public uses such as meeting facilities and theaters.

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Appropriate uses for the upper levels of the existing or new buildings on the site could include office, research, educational, conference and/or residential uses.

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A.4 SHARED INSTITUTIONAL USE

Shared use of the site for medical/educational/research uses would be very beneficial.

Medical and educational institutions throughout the United States are dramatically increasing their use of shared teaching and research facilities and equipment. This trend is a response to increased costs of innovative high-tech equipment and procedures, but it also represents a recognition of the substantial qualitative improvements possible through cooperation and shared participation. The Longwood Medical Area institutions view the creation of specialized facilities which can accommodate such activities as being central to their ability to remain competitive with other world-class medical areas for research funds and for research and teaching talent.

A "Center for Emerging Technology", and centralized laboratory facilities are two uses which have been suggested for the site. Such uses would be shared by many institutions in the Longwood Medical Area, and would contribute toward increased efficiency and dramatically reduced costs and duplication of facilities within the LMA.

The Center for Emerging Technology which has been proposed would become an exciting focus for teaching and testing related to newly emerging "state of the art" medical high technology. The facility would bring the research and teaching activities of the Harvard Medical School and its affiliated hospitals together with the possibilities for direct applications in a 2,000-bed medical area.

The excellent accessibility of the Mass College of Art site, which will be further enhanced by the elevated pedestrian walkway, makes it the most attractive and appropriate site available within the LMA for such shared uses. The additional fact that such uses do not generate significant vehicular traffic or parking demand also makes them attractive uses for this site.

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B. SCALE OF DEVELOPMENT

The site's location at the heart of the highly urbanized Longwood Medical Area district, coupled with the significant amounts of green open space on the Winsor School site across the street and in the nearby Fenway/Riverway park system, make an intensive use of the site both practical and desirable.

B.1 ZONING AND FLOOR-AREA-RATIO (FAR)

The site is located in an H-3 zone which allows apartments "as of right" (other uses will require a zoning variance). The permitted floor area ratio (FAR) is 3.0. There is no height limit.

The area of the existing site (prior to the proposed widening of Longwood Avenue) is 98,816 square feet. At an FAR of 3.0 this allows a total development of 296,448 square feet. The existing masonry structure on the site contains approximately 69,000 square feet, as follows:

4th Fl.	2,700 SF
3rd Fl.	9,500 SF
2nd Fl.	15,400 SF
1st Fl.	20,700 SF
Grd Fl.	20,700 SF
<hr/>	
TOTAL	69,000 SF
<hr/>	

Based upon the existing site area of 98,816 SF, the currently built FAR is equal to approximately 23.3% of the allowable, leaving 227,448 SF to be constructed.

The desired widening of Longwood Avenue, described below, would reduce the site area and result in reduced building size if the land required for the widening is taken prior to development of the site. This would reduce the parcel size by approximately 5,100 SF, which at a 3.0 FAR is equal to 15,300 SF of floor area. If a higher FAR were allowed for the site, the loss in buildable floor area would also be larger.

The site would be further reduced by the proposed widening of Binney Street Extension. This would reduce the parcel size by an additional 3,000 SF, which at a 3.0 FAR is equal to 9,000 SF of floor area.

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While the FAR permitted by the present zoning is 3.0, the actual FAR for nearby structures ranges from 3.0 to 4.5. Historically, variances have been granted when necessary for most projects proposed within the LMA.

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The following table illustrates allowable building sizes and accompanying parking required by zoning at various FARs:

FAR	ALLOWABLE SF	REQUIRED PARKING FOR VARIOUS USES		
		Institution	Residence	Office/ Retail
3.0	296,448	165	178	220
3.5	345,856	192	208	247
4.0	395,264	220	198	206
4.5	444,672	247	222	226
5.0	494,080	274	198	247

B.2 SETBACKS AND EASEMENTS

The existing setback from Brookline Avenue, which is the same as the Beth Israel Hospital setback, should be maintained.

The Boston Redevelopment Authority (BRA) design and planning staff has suggested that the public open space and pedestrian amenities on the site should be concentrated on the Brookline Avenue and Longwood Avenue frontages, rather than in the interior of the site.

The existing setback area along Brookline Avenue, if carefully landscaped, could provide an attractive setting for new uses on the site, as well as benefitting the public, and would not adversely constrict the size of the building footprint for the uses recommended. A further setback of the building facade at the corner of Brookline and Longwood Avenues would maintain views across the site.

A strip of land along the entire Longwood Avenue frontage and extending 15 feet back from the existing building line should be deeded to the City of Boston and used to create an additional westbound right-turn lane and a 10 foot sidewalk on Longwood Avenue.

MASCO and the area institutions, as well as the Boston Redevelopment Authority and the Boston Traffic and Parking Department have identified the need for an additional lane to ease turning movements, to increase the capacity of this congested intersection, and to facilitate traffic movement through the general area.

This land transfer will allow Longwood Avenue to be widened by 13 feet from 42 feet to 55 feet (five 11-foot lanes) along the entire block between Binney Street Extension and Brookline Avenue.

The City has indicated a desire to see the roadway improvements accomplished in conjunction with this project, and it is anticipated that the capital costs will be borne by the developer of the site.

It should be noted that in the development alternatives which retain the existing building, the back of the new sidewalk will come to within 5 to 6 feet of the existing building.

Even in the event that the Longwood Avenue widening described above is not constructed, the Longwood Avenue facade of any new structure on the site should be set back approximately 15 feet from the existing building line.

This will create a better relationship to the building line set by the "333 Longwood" project and will help to create an orderly street facade for Longwood Avenue, including adequate pedestrian walkways.

If a new building is constructed on the site, a further modest setback of the ground floor level along Longwood Avenue in the form of a weather-protected pedestrian arcade would be an attractive amenity. This is particularly true if retail and other public uses are located on the ground floor. An equal setback of floors above the 5th floor line would be an attractive way to avoid an overwhelmingly vertical facade adjacent to the sidewalk on Longwood Avenue.

Land should also be set aside along the easterly edge of the property to accommodate a widening of Binney Street Extension by 5 feet (to 33') and a new 7 foot sidewalk.

This widening of Binney Street Extension, as described below, will allow it to function as the vehicular access point for the site, as well as for the "333 Longwood"

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site, without new curb cuts on Longwood Avenue.

An easement along the Binney Street Extension frontage will be required for the proposed elevated pedestrian connector system. See section C.5.

B.3 HEIGHT AND RELATIONSHIP TO ADJACENT STRUCTURES

The height limit of new development on the site should be compatible with that of other tall structures in the LMA, but tall elements should not create a "canyon" effect along Longwood Avenue.

Existing taller structures in the Longwood Medical Area range up to 280 feet in height, but they have generally been located with a narrow facade toward the street or have been set in the interior of a site in order to preserve light, air, and a sense of openness along the streets. These design strategies are also appropriate for new structures on the Mass College of Art site, although retention of the existing structure will make the task more difficult.

C. LANDSCAPING, OPEN SPACE AND PEDESTRIAN CIRCULATION

C.1 LANDSCAPING AND OPEN SPACE

Landscaping, public open space and circulation space for the general public should be located along the Brookline Avenue and Longwood Avenue frontages of the site.

The existing landscaped setbacks of the parcel represent the most visible and accessible portions of the site for the public, and could also function as an attractive setting for development on the site. These landscaped areas create an environment which (when properly maintained) also create a pleasing view to the passing motorist on Brookline Avenue. However, the green area in front of the existing building is not currently an inviting place for pedestrian activity and is perceived by many as an "attractive nuisance" during night hours when security is of concern. Therefore, the redevelopment of the site should better integrate pedestrian circulation along the street frontages, and should include adequate lighting and good visibility from the street.

Any surface parking on the site (for instance, as part of Development Alternative #4, which does not include new structures on the site) should be screened from adjacent streets and sidewalks by a well landscaped buffer strip at least 10 feet wide.

C.2 BUS STOP

In addition to "green" spaces, a small paved and well lighted area with seating should be provided near the bus stop on Brookline Avenue.

C.3 OPEN SPACE STANDARDS

All landscaping, decorative pavements, seating, lighting and other exterior elements should be designed in close coordination with the standards which have been developed by MASCO for implementation throughout the LMA.

MASCO and the LMA institutions are engaged in an ongoing effort to expand and improve the quality of open spaces and pedestrian amenities throughout the LMA, and it is important for work on this site to complement and be integrated into the effort.

C.4 SECURITY OF OPEN SPACES

Very careful consideration must be given to the design of open spaces to ensure that surveillance at night, both from the street and from adjacent buildings is facilitated.

Maintenance, security and lighting of open spaces within the LMA are of great concern due to the "24 hour" nature of many of the institutions in the area.

C.5 BUILDING ENTRANCES

If the existing structure, or portions of it, are retained, the central entrance facing Brookline Avenue should be maintained as a working pedestrian access to the building.

If new buildings are constructed on the site, major pedestrian entrances should be created on both the Brookline Avenue and the Longwood Avenue frontages.

The corner location of the site will allow the development to have either a Brookline Avenue address or a Longwood Avenue address (or both). Regardless of the

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location of the "main" entrance however, the site's function as a major focus of pedestrian circulation must be enhanced by providing convenient access from both streets.

C.6 NEW ELEVATED PEDESTRIAN WALKWAY

MASCO and the institutions in the LMA are carrying out an extensive design and engineering study of the feasibility of an elevated, enclosed pedestrian walkway system to physically connect many of the LMA institutions. The location of the first, and primary, segment of the walkway will be along Binney Street, from Beth Israel Hospital on the north to the Brigham and Women's Hospital on the south.

This alignment of the proposed pedestrian walkway will locate it either above the Binney Street Extension roadway or along the westerly edge of Binney Street Extension, which is the easterly edge of the Mass College of Art site. The elevated pedestrian connector has significant implications for this site under any of the four development alternatives.

If the final location of the pedestrian connector system is not determined at the time the Mass College of Art site is developed, a public easement should be provided parallel to and immediately west of the new property line created by the widening of Binney Street Extension (see B.2 above) along the entire easterly edge of the site, from Longwood Avenue on the south to the Beth Israel property on the north.

This public easement must be 20 feet wide (to include the walkway and structure on each side) and 20 feet high (from bottom of structure to top of roof). This 20 foot by 20 foot cross-section easement must be located approximately 35 feet above the existing grade (depending upon the final floor elevation of the connector).

Under Alternative #4, which does not provide for construction of new buildings on the site, this easement should be landscaped open space at grade. Under the alternatives which include new construction, the new construction may be set back 20 feet from the new Binney Street Extension property line and landscaped at grade, or the easement may be accommodated within the envelope of the new buildings if they occupy the easement corridor at lower levels.

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If, at the time the Mass College of Art site is developed, a final determination has been made that the elevated walkway will be located above the Binney Street Extension roadway itself, this required easement will be waived.

Provision should be made for a direct connection from the Mass College of Art site development to the proposed elevated walkway on the easterly edge of the MCA site. Provision should also be made for a public connection from the walkway to street level at the southeasterly corner of the site, on the Longwood Avenue frontage.

In Development Alternative #4, which does not include construction of new buildings on the site, the connection from the existing building to the pedestrian connector system should be accomplished with a landscaped walkway at grade.

D. TRAFFIC, PARKING & VEHICULAR CIRCULATION

D.1 TRAFFIC AND CIRCULATION

The roadway network in the immediate area is presently functioning at or near its capacity. Several large parking facilities are located in close proximity to the site and additional parking is under construction along Binney Street Extension. A significant increase in the amount of parking on the site will serve to exacerbate the existing congested situation.

Discussions with the Boston Redevelopment Authority and the City's Traffic and Parking Department have generated several policies on the city's behalf for dealing with this situation.

A strip of land along the entire Longwood Avenue frontage and extending 15 feet back from the existing building line should be deeded to the City of Boston and used to create an additional westbound right-turn lane and a 10 foot (minimum) sidewalk on Longwood Avenue.

As noted in section B.2 above, this land transfer will allow Longwood Avenue to be widened by 13 feet from 42 feet to 55 feet (five 11-foot lanes) along the entire block between Binney Street Extension and Brookline Avenue. The additional lane will ease turning movements and increase the capacity of this congested intersection, facilitating traffic movement through the general area.

D.2 ON-SITE PARKING

On-site parking at the MCA site should be primarily limited to the number of spaces required to serve the uses on the site.

It is not desirable for a significant amount of additional "public" parking to be provided on the site to serve area-wide demand. Although there is a high level of demand, construction of substantial additional parking is not recommended on the MCA site due to the impact of this additional parking on the adjacent street network and on the Brookline/Longwood intersection.

On-site parking should not be visible or directly accessible by vehicles from either the Brookline Avenue or the Longwood Avenue frontages.

It is the City's desire that access to on-site parking be limited to access via Binney Street Extension. This will be a shared access with the "333 Longwood" project. Curb cuts from Brookline or Longwood Avenues are viewed as detrimental to traffic flows and will be discouraged by the City.

The most appropriate location for a parking structure on the site, under any of the three development alternatives which include new buildings on the site, is the northeasterly corner, abutting the existing Beth Israel Hospital garage. This location will allow the major public frontages of the site to contain active uses rather than parking, and it will also allow most of the length of Binney Street Extension to serve as "stacking space" for the garage entrance/exit.

D.3 LOADING AND SERVICE

All loading/service access to the site should be via Binney Street Extension.

E. ARCHITECTURAL TREATMENT

E.1 INTEGRATION INTO SURROUNDINGS

The redevelopment of the MCA site should be in keeping with the general scale and character of the LMA area.

The predominant character of the area is one of

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intensively developed medical and education-related institutions. The location of the site at Brookline and Longwood Avenues places it at the heart of the circulation network of the LMA. The small, free-standing existing building is representative of the design and scale appropriate to the area in the past, when developable land was plentiful and coordination among institutions and activities in the area was minimal.

E.2 HISTORIC PRESERVATION

A recently completed historic survey of the Longwood Medical Area has indicated that the MCA building meets the criteria for nomination to the National Register of Historic Places, but does not meet Boston Landmarks Commission criteria for local historic designation.

The building has been declared to be historically and archaeologically significant, and therefore:

any development of the site must address the "Procedures to Protect the Historic and Archaeological Resources of the Commonwealth" as outlined in 950CMR 71.

F. UTILITIES

F.1 MATEP UTILITIES

Discussions with Cogeneration Management Corporation, operator of the Medical Area Total Energy Plant (MATEP) indicate that there are no major utility lines or easements located under or through the site, except those servicing the existing building. Major MATEP utility lines are, however, located under Binney Street Extension, and may be a factor in determining the location of the elevated pedestrian walkway.

F.2 OTHER PUBLIC & PRIVATE SERVICES

There are no utilities or easements crossing the site, other than those that are servicing the existing building. Major city utilities are found within the Brookline Avenue and Longwood Avenue rights of way.

The City of Boston requires installation, as part of this development, of a 3 inch traffic signal interconnect conduit to be buried along the Brookline Avenue frontage from the Beth Israel property line (where an existing conduit is located) to Longwood Avenue.

Installation of this conduit will enable the City to interconnect and coordinate existing and future traffic signals on Brookline Avenue.

G. CONSTRUCTION COORDINATION

G.1 NEED FOR COORDINATION WITH OTHER PROJECTS

A detailed schedule and description of all construction and rehabilitation activities on the site should be prepared and revised periodically in coordination with MASCO, the adjoining institutions, the Boston Redevelopment Authority and other appropriate city agencies.

MASCO provides an ongoing coordinating and facilitating function within the LMA and with the city to ensure that construction in the area proceeds smoothly and does not create adverse impacts on traffic flows or on the delivery of services in nearby institutions.

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